Done d

i age n	·										
52	Public Works - Operations Division	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
53	Road Resurfacing Program	500,000	482,800	620,400	620,400	474,800	450,000	450,000	450,000	450,000	450,000
55 ·	Road Resurfacing Program - UNH	123,200									
56	Crack Seal Program	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
57	Sidewalk Improvement Program	91,000	30,700	41,000	65,800	79,200	40,000	40,000	40,000	40,000	40,000
59	Drainage System Rehabilitation Program	864,250	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000	85,000
. 60	Stormwater Management Program - Permit Compliance	30,000	30,000	30,000	30,000	30,000	30,000	30,000	. 30,000	30,000	30,000
62	Facility Infrastructure Asset Management Plan	15,000	5								
63	Dump Truck Replacement (3-5 Ton)	259,000	230,000	241,250	253,300		266,000			279.300	
69	Madbury Road Complete Streets Project - Roadway, Sidewalk, Drainage Construction	2,286,000	2,298,000	2,257,000							
72	Decorative Light Pole Painting	50,000									
73	Pedestrian Safety Improvements	72,000						이 아이가 있는 1943년 - 1943년 1943년 - 1943년			
74	Deicing Material Reduction Program - Salt Brine Maker and Tank	45,000									
75	Pickup Truck Replacement (3/4 Ton)	71,000									
76	Wagon Hill Farm Living Shoreline - Phase 2	1,994,550									
77	Motor Vehicle Fluid Distribution System Replacement		15,000				1.5		•		
78	Vibratory Roller		25,000								
79	Mobile Air Compressor Replacement		35,000								
80	Front End Loader Replacement			. 295,000							
81	Longmarsh Road Bridge Replacement			1,300,000							
82	Engineering Jeep Replacement			37,000							
83	Sidewalk Plow Tractor Replacement		· ·		240,000				,		
84	Pickup Truck Replacement (Dodge Ram)		,		67,000						
85	Rubber Tired Excavator Replacement (Cost share with Water Fund 25%)							232,500			
	PW - OPERATIONS TOTALS	6,431,000	3,261,500	4,936,650	1,391,500	699,000	901,000	867,500	635,000	914.300	635.000

PROJECT YEAR		2024	PROJEC	r cost		\$5	00,000
DESCRIPTION		Road Program	DEPARTI	MENT		Public Wor	ks - Operations
IMPETUS FOR PROJI	ECT (IE. N	IANDATED, CO	UNCIL GOAL,	DEPT INITÍA	TIVE, I	ETC.)	
Dept. Initiative			:				
DESCRIPTION (TO IN In 2021 Durham Public Work condition assessment for the infrastructure. This software to of the annual Road Program. Roadways outside of the acti making by developing a Pave severity for each segment in prioritizing pavement rehabilit treatment would be the most life and traffic volume of the projects for a given year. Roa judgment, and coordination v investment in road rehabilitat such as crack sealing and fu The majority of funds reques Reconstruction Project will in drainage and sewer collectio original FY23 request of \$38 year 2024 Road Program is aggregate loss, and heaving	ICLUDE JI as adopted pa over 60 miles uses custorm . Each year an on plan are a ement Conditi the Town's ro itation and pro- economical a roadway are u ads are then s with other plar tion, drainage II depth patch ted for the fis include the rep in system infra 9,663 for this a reclamation , resulting in u	USTIFICATION) wement managements s of Town maintained ized and standard allow ized and standard allow iso inspection of the callo iso inspected to valid ion Index or PCI. And badway network. Stree eventive maintenance and appropriate for e used to calculate the selected for rehabilities and appropriate for e used to calculate the selected for rehabilities and appropriate for e used to calculate the selected for rehabilities and repaying of Wo uneven surfaces and	t system software, d roadways includir gorithms and deteri andiate and other ro date deterioration p roadway PCI is gen tetLogix then allows e repair projects. Th ach road segment. repair priority index ation based upon a arty utility projects. ths, as applicable, of Program will be allow compliant asphalt s and a reclamation o account for increa rthen Road which is altered stormwater	known as Street g sidewalks, cur oration curves w badway identifed redictions. These erated based on for various scer he software anal The PCI, rehabil (RPI) which pric combination of S Sound pavemer ombined with pri- tted to the recor idewalks from W of the entire road ses in constructi s experiencing si	Logix, wh b ramps hich allo in our 5 y assess pavement arios to l yzes which itation tree pritizes th StreetLog to manag eventive struction dway. Ad on costs. gnificant tterns. Fu	ich provides and related w for the str year action p nents help in nt distresses be reviewed ch type of re eatment cost e Town's re ix output, en ement emph and routine of Dennisor Road to Ba ditional fund Also include rutting, allig urthermore, I	a baseline roadway ategic planning olan takes place. nform decision and their to aid in habilitation gineering nasizes adequate maintenance n Road. The gdad Road, ing above the ed in the fiscal ator cracking, Britton Lane and
Spruce Wood Lane will recei	ive a 1.5" shir	m and overlay treatm	ent.				
ESTIMATED COSTS:	PREL	IMINARY STUDY, DE	SIGN AND ENGINEE	RING \$	15,000		· · · · ·
	FINA	L DESIGN AND ENGI	NEERING	\$	25,000		
	CONS	STRUCTION ENGINEE	RING OVERSIGHT	\$	5,000		
ν.	CONS	STRUCTION COSTS		\$	519,300		• • •
	CON	TINGENCY		\$	-	-	
•	тс	OTAL PROJECT COST		\$	564,300		·
FINANCING	OPEF	RATING BUDGET		. \$	500,000	TOWN ADM	INISTRATOR
	UNH	- CASH		\$		REDUCED	FO \$500,000
	BONI	D - TOWN PORTION		\$	-		
		UNH PORTION		\$	-		
	FEDE	ÈRAL/STATE GRANT		\$	-		
	CAPI	TAL RESERVE ACCC	UNT	\$	_		
	т	OTAL FINANCING CO	STS	\$	500 000	-	
IF BONDED:	NUM	BER OF YEARS			<u></u> Ι/Δ		······································
				. , , , , , , , , , , , , , , , , , , ,	W <i>F</i> \		
	1014			. . .			~)·
		AL INTEREST		\$			
	10	2024-PAVEME		\$ PL'AN	-		
· · · · · · · · · · · · · · · · · · ·		A + A L V hus / V l h		·	•		a a
ROAD NAME T	REATMENT TYPE	UTILITY UPGRADES	MILEAGE ROAD / SIDEWAL	DISTANCE K ROAD / SIDE	(FT) WALK T	LAST REATMEN1	COST
DENNISON ROAD R	ECLAIM + 3.5"	DRAINAGE / WW	0.28 / 0.16	1468 / 85	9	1985	\$ 417,513
WORTHEN ROAD R	ECLAIM + 3.5"		0.35	1836		2004	\$ 116,585
BRITTON I ANE 1	.5 SHIM + OL		U.1 0.12	544 650		2005	\$ 15,970
DATION LANE 1	.o orma ≁ UL	i , r	U.12	000		2009	

0.85/0.16

ADITAL MADDOV/CRACK

 \sim

SUBTOTAL \$ 564,308

DURHAM 2024 - 2028 ROAD PROGRAM *PRELIMINARY - SUBJECT TO CHANGE WITHOUT NOTICE*

2024-PAVEMENT + UTILITY PLAN

ROAD NAME	TREATMENT TYPE	UTILITY UPGRADES	MILEAGE ROAD / SIDEWALK	DISTANCE (FT) ROAD / SIDEWALK	LAST TREATMENT	COST
DENNISON ROAD	RECLAIM + 3.5"	DRAINAGE / WW	0.28 / 0.16	.1468 / 859	1985	\$ 417,513
WORTHEN ROAD	RECLAIM + 3.5"	• *-	0.35	1836	2004	\$ 116,585
SPRUCE WOOD LANE	1.5" SHIM + OL		0.1	544	2005	\$ 15,970
BRITTON LANE	1.5" SHIM + OL		0.12	650	2009	\$ 14,240
			0.85 / 0.16		SUBTOTAL	\$ 564.308

2025-PAVEMENT PLAN

ROAD NAME	TREATMENT TYPE	•	MILEAGE ROAD / SIDEWALK	DISTANCE (FT) ROAD / SIDEWALK	LAST TREATMENT		COST
MORGAN WAY	1.5" SHIM + OL		0.26	1361	2008	\$	30,320
WILLIAMS WAY	1.5" SHIM + OL		0.26	1365	2008	\$	30,320
TIRRELL PLACE	1.5" SHIM + OL		0.14	* 748	2008	\$	16,660
JENKINS COURT	1.5" MILL + OL		0.07	370	2011	\$	20,500
NOBLE K. PETERSON DRIVE	FD PATCHING 1.5" SHIM + OL		0.20	1081	1999	\$	30,040
DAME ROAD (Paved Portion)	RECLAIM + 3.5"		0.35	1865	UNKNOWN	\$	98,315
ORCHARD DRIVE	PARTIAL RECLAIM + 3,5"		0.5	2653	2006	\$	123,455
LAUREL LANE	FD PATCHING 1.5" SHIM + OL	· · · ·	0.45	2400	2006	\$	58,864
LANGLEY ROAD	1.5" SHIM + OL		0.61	3241	2008	\$	74,330
			2.44		AUDTOTAL	1	100.004

2026-PAVEMENT PLAN

ROAD NAME	TREATMENT	MILEAGE	DISTANCE	LAST	COST
	TYPE		(FEET)	TREATMENT	
DURHAM POINT ROAD WEST	COLD-IN-PLACE RECYCLING + 1.5" or RECLAIM + 3.5"	1.77	9346	2007	\$ 620,396
	· · · ·	1.77		SUBTOTAL	\$ 620,396

2027-PAVEMENT PLAN

		•				
ROAD NAME	TREATMENT		MILEAGE	DISTANCE	LAST	COST
	TYPE			(FEET)	TREATMENT	
DURHAM POINT ROAD WEST	COLD-IN-PLACE RECYCLING + 1.5" or RECLAIM + 3.5"		1.77	9346	2007	\$ 620,396
			1.77	· · ·	SUBTOTAL	\$ 620.396

2028-PAVEMENT PLAN

ROAD NAME	TREATMENT	UTILITY	MILEAGE	DISTANCE	LAST		COST
	TYPE	UPGRADES		(FEET)	TREATMENT		
SPINNEY LANE	RECLAIM + 3.5"	2	0.15	797	2016	\$	53,896
PARK COURT	RECLAIM + 3.5"	DRAINAGE/WW	0.1	550	2006	\$	54,700
CONSTABLE ROAD	1.5" SHIM + OL		0.15	800	2005	\$	24,032
FALLS WAY	1.5" SHIM + OL		0.2	1078	2005	\$	30,998
TECHNOLOGY DRIVE	1.5" MILL + OL		0.49	2560	2020	\$	186,613
BURNHAM AVENUE	RECLAIM + 3.5"	DRAINAGE/W/WW	1.77	9346	2015	\$	124,554
				<u>i</u>		<u> </u>	

PROJECT YEAR	2024 PRC	DJECT COS	ST		\$12	3,200
DESCRIPTION	UNH Road Program DEF	PARTMENT			Public Work	s- Operations
IMPETUS FOR PROJEC	T (IE. MANDATED, COUNCIL G	OAL, DEPT	INI	TIATIVE, E	TC.)	
НИС		, ,		•		
DESCRIPTION (TO INCL	UDE JUSTIFICATION)				· · ·	
Jniversity of New Hamps Town's discounted rates. Academic Way and Mitch of MUTCD compliant pav	hire (UNH) roadways into its Roa In 2024, UNH is planning on a 1. Iell Way. This funding request wil ement markings where required a	d Program I 5" Mill + Hig I include an and gate bo	Bid F jh-Si allo x / s	Package so trength Ove wance for t tructure ad	o that UNH erlay treatm he layout a justment.	will receive the ent along application
	· · ·			•		
					•	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND E	NGINEERING	\$	-		· ·
	FINAL DESIGN AND ENGINEERING		\$			
	CONSTRUCTION ENGINEERING OVER	RSIGHT	\$	-		
	CONSTRUCTION COSTS	•	\$	123,200		
,	CONTINGENCY		\$	<u> </u>		
	TOTAL PROJECT COST		\$	123,200		
FINANCING	OPERATING BUDGET		\$	-		
	UNH - CASH		\$	123,200		
•	BOND - TOWN PORTION					
·	Bond Tomit Onthon		\$	-		
	BOND - UNH PORTION	•	\$ \$	-		
	BOND - UNH PORTION FEDERAL/STATE GRANT		\$ \$ \$	-		
	BOND - UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT		\$ \$ \$	- - - -		
	BOND - UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	· · · · ·	\$ \$ \$	- - - 123,200		
IF BONDED:	BOND - UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS		\$ \$ \$	- - - 123,200 N/A		
IF BONDED:	BOND - UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL		\$ \$ \$ \$	- - 123,200 N/A -	· · ·	
IF BONDED:	BOND - UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST	· · · · ·	\$ \$ \$ \$ \$	- - - 123,200 N/A -		



·	CAPITAL IMPRO	/EMENT PROGE	RAM			
PROJECT YEAR	2024-2033	PROJECT COS	ST		\$30	0,000
DESCRIPTION	Crackseal Program	DEPARTMENT	-	·	Public Work	s - Operation
IMPETUS FOR PROJEC	T (IE. MANDATED, COUN	CIL GOAL, DEP	τ ινιτ	IATIVE, E	TC.)	·
Dept. Initiative			•			•
DESCRIPTION (TO INCL	UDE JUSTIFICATION)			-		·
A critical component of a Crack sealing is one pave base and sub-base mater materials beneath the roa network experiences num sealing program can prol capital will total \$55,000.	successful road program is ement preservation operation rials which cause erosion an adway. This results in prema nerous freeze/thaw cycles. ong pavement life from 3-8	adequate invest on which will prev nd compromise th ature roadway fai Studies have der years. This func	ments ent w ne stri lure, e nonst ling re	in pavem ater infiltra uctural inte even more rated that equest, co	ent prese tion into t egrity of th so when an effectiv mbined w	rvation. he roadway e aggregat the roadwa ve crack ith remainin
Durham Public Works pro Meader Lane, Ellison Lar Way, Davis Avenue, Fair	oposes the following roadwa ne, Shearwater Street, Corn child Drive, Rocky Lane, Ac	ays tentatively to norant Circle, Ra: lams Circle, Bayy	be cr zorbill /iew F	ack sealed Circle, Co Road, and	l in 2024: onstable E Wiswall R	Ross Road Drive, Falls Road.
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN	AND ENGINEERING	\$	-		
	FINAL DESIGN AND ENGINEER	RING	\$	-		
	CONSTRUCTION ENGINEERIN	G OVERSIGHT	\$			•
	CONSTRUCTION COSTS		\$	30,000		
	CONTINGENCY	. • •	\$	-		
	TOTAL PROJECT COST		\$	30,000	· •	
FINANCING	OPERATING BUDGET	· · · · · · · · · · · · · · · · · · ·	'\$ [`]	30,000	-	
	UNH - CASH		\$	_	• •	
•	BOND - TOWN PORTION		\$	· _ ·		
	UNH PORTION		\$			
	FEDERAL/STATE GRANT		\$	_	· · · · ·	
	CAPITAL RESERVE ACCOUNT	•. · ·	\$		· .	
	TOTAL FINANCING COSTS		\$	30,000		
IF BONDED:	NUMBER OF YEARS			N/A		
	TOTAL PRINCIPAL		\$	· _	· .	
	TOTAL INTEREST		\$. <u>.</u>		
	TOTAL ESTIMATED COST		\$		۱	

CAPITAL	IMPROVEMENT I	PROGRAM

PROJECT YEAR	2024	PROJECT COS	ST .	\$91	,000
DESCRIPTION	Sidewalk Program	DEPARTMENT		Public Works	s - Operations
MPETUS FOR PROJECT (I	E. MANDATED, COUN	ICIL GOAL, DEPT	INITIATIVE,	ETC.)	
ept. Initiative			· · · · · ·		
ESCRIPTION (TO INCLUE	E JUSTIFICATION)	-			
		• • • •			
he rehabilitation and replacement nodal trasportation network. The Durham Public Works develops re ssessments, field observations a reas within walking distance to s own-wide sidewalk and curb ram Durham Public Works in making of ndex (SCI) was generated based idewalk network.	nt of existing sidewalks inclu Town's sidewalk inventory epair strategies and project and timing of associated infu- chools, ADA compliance, a p assessment performed in decisions around appropriation on pavement and concrete	uding curb ramps is a consists of approxima scopes based on the rastructure projects. I nd areas with high vo 2020 provided cond te investments in this a distresses and their	a critical compon ately 15 miles of e sidewalk and c Preference is giv plumes of pedes ition and complia critical infrastru severity for eac	ent of the Tow sidewalks and urb ramp cond ren to repairs trian traffic. Th ance data to h cture. A sidew h segment in t	vn's multi- d curb ramps dition involving ne StreetScar elp guide walk conditior the Town's
	•		•	1	•
agdad Road from Strout Lane to nd ADA compliant ramps installe cope in one single phase and co levate costs.	57 Bagdad Road. The existence ad. Durham Public Works is pontractor mobilization rather	sting asphalt sidewal requesting \$91,081 than multiple mobiliz	ks will be replace for these improve ations to the sa	ed, granite cu vements to un me roadway v	rbing reset, dertake this vhich would
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIG	N AND ENGINEERING	\$ -		
	FINAL DESIGN AND ENGINEE	RING	\$	•	
	CONSTRUCTION ENGINEERIN	IG OVERSIGHT	\$ -		
	CONSTRUCTION COSTS		\$ 91,000		
	CONTINGENCY			-	
-	TOTAL PROJECT COST	•	\$ 91,000		
INANCING	OPERATING BUDGET	· · · · · · · · ·	\$ -		
	UNH - CASH	· · · ·	\$ -	~	· · · ·
· · ·	BOND - TOWN PORTION	· · · · ·	\$ 91,000	•	
	UNH PORTION		\$		
	FEDERAL/STATE GRANT		\$ -		
	CAPITAL RESERVE ACCOUN	Т	\$	÷	
		;	\$ 91,000		
r donded.	NUMBER OF YEARS	-	5		
		·	\$ 91,000	· ·	
			\$ 8,225		
	TOTAL ESTIMATED COST		φ 99,225		
SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	C	OST
DOVER RD NORTH'- YOUNG DR TO BAYVIEW RD	ASPHALT/REPLACE	POOR	610	\$	13,1
BAGDAD RD NORTH - STROUT LN TO 57 BAGDAD RD	ASPHALT/REPLACE	POOR	964	\$	35,2
BAGDAD RD SOUTH - 57 BAGDAD RD TO 66 BAGDAD RD	ASPHALT/REPLACE	POOR	1308	\$	42,6

DURHAM 2024 - 2028 SIDEWALK PROGRAM *PRELIMINARY - SUBJECT TO CHANGE WITHOUT NOTICE*

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	Ċ	OST
DOVER RD NORTH - YOUNG DR TO BAYVIEW RD	ASPHALT / REPLACE	POOR	610	\$	13,183
BAGDAD RD NORTH - STROUT LN TO 57 BAGDAD RD	ASPHALT/REPLACE	POOR	964	\$	35,261
BAGDAD RD SOUTH - 57 BAGDAD RD TO 66 BADGAD RD	ASPHALT / REPLACE	POOR	1308	\$	42,637
· · · · · ·			SUBTOTAL	\$	91,081

2025-SIDEWALK PLAN

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	Ċ	юsт
MAIN STREET - SMITH PARK LANE TO 21 MAIN STREET	CONCRETE /REPLACE	POOR	245	\$	30,669
	÷	•			
			SUBTOTAL	\$	30,669

2026-SIDEWALK PLAN

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	COST
MAIN STREET - 20 MAIN STREET TO MADBURY ROAD	CONCRETE/REPLACE	POOR	180	\$ 16,511
PETTEE BROOK LN - ROSEMARY LN TO MAIN STREET	ASPHALT / REPLACE WITH CONCRETE	POOR	317	\$ 24,455
			SUBTOTAL	\$ 40,966

2027-SIDEWALK PLAN

SIDEWALK NAME	TREATMENT TYPE/ACTION	CONDITION	DISTANCE (FEET)	C	OST
MAIN STREET - MILL ROAD TO 35 MAIN STREET	CONCRETE / REPLACE	POOR	357	\$	65,743
	•	÷	SUBTOTAL	\$	65,743

	2024	PROJECT COST		\$864,250
DESCRIPTION	Drainage System Rehabilitation - Culverts, Outfalls and Drainage Structures	DEPARTMENT		Public Works
IMPETUS FOR PROJE	CT (IE. MANDATED, COUNCIL GOAL	, DEPT INITIATIVE, ET	°C.)	`
Department Initiative, MS-4 Perm	it		·	
DESCRIPTION (TO INC	CLUDE JUSTIFICATION)	·		
The Drainage System Rehabilitation 70 culverts and outfalls, 30 drainage structural Best Management Practic providing crossings of streams, river and beyond its useful life requiring most severe consequences such as road program projects.	Program funds repair, replacement, additions, and major re manholes, 525 catch basins, 10 miles of drain lines and 4 bi es (BMP's) are critical components of the Town's transporta s, wetlands, and other water resources. In many cases this replacement before failure. The Department's replacement major collector roads, arterial roadways and single ingress a	pairs to the Town's stormwater dra oretention areas and 5 rain garden tion network allowing for the comp infrastructure is original to the road strategy focuses on the highest risk nd egress neighborhoods while ensi	inage system cor s. This network of liant managemer way construction culverts, where f uring close coordi	isisting of approximately f pipes, structures, and it of stormwater while and has deteriorated failure would have the ination with planned
Over fiscal year 2023 and into 2024, Brook, Bennett Road at Woodman I evaluations in fiscal year 2021, as p identified as priorities due to their of conveying Littlehale Brook and Pett impacts of failure. They consisted of Pipe (RCP). Several deficiencies we unstable headwalls and slopes. Des Edgewood Road with contract awar	work will focus on the design, permitting and construction Brook, Bennett Road at Corsey Brook and Bennett Road at L art of the development of an initial drainage master plan, tw leteriorated condition and the risk of failure they presented ee Brook under Madbury and Edgewood Roads. These culv f stacked stone box culverts exceeding 72 feet in length, Con re documented including, falling and shifting stones, spalling sign, permitting and bidding has recently been completed for d expected to take place in September 2023 and construction	of three major culverts and stream aroche Brook. Following the comple to culverts on Bennett Road (Wood . The plan also included four maj erts were also identified as high risk trugated Metal Pipe (CMP), concret g concrete with exposed rebar, heav r the Littlehale at Madbury and Edg on to commence in spring 2024.	crossings includir etion of CCTV insp man and Corsey) or culverts and st based on their c e box culverts an ry corrosion and o gewood Roads an	ng Ross Road at Ellison pections and on site and Ross Road were ream crossings ondition and potential d Reinforced Concrete collapsed pipe and d Pettee Brook at
Funding for the Ross Road culvert c \$250,000 with additional ARPA func- construction, planned for 2024 sub- bridge/stream crossings totaling ap additional culvert improvements w Brook, on the western most segme	onstruction improvements has been included in the Americ ding totaling \$101,000 included within the fiscal year 2023 re ect to finalization of design and receipt of wetland permits proximately \$275,000. As noted above, engineering design II be utilized to continue to advance design of three culvert nt of Bennett Road. This funding utilizes American Rescue P	an Rescue Plan funding allocation for equest. Additional funding propose and favorable bids, includes state fu and permitting in the amount of \$ s on Bennett Road conveying LaRoo lan proceeds received in 2021 and	or Fiscal Year 202 d to be utilized fo inding received fo 106,000, approve the Brook, Wood 2022. Addition	2 in the amount of or the Ross Road or repair of d in Fiscal Year 2023 for man Brook and Corsey ally, the Department is i
A portion of this cost share was inc capital request. Lastly, the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavi contract award planned for constru- construction.	uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements i orable bidding climate, reallocation of non-federal funding iction in 2024. In the event this occurs, supplemental capit	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or bad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca	0,000 with a 20% \$102,000 include eted which indica inal engineering ced flooding haze I. Please note du to facilitate the P I year 2025 for Be	cost share requirement ed within the 2024 tes an engineer's opinio design or a total of \$762 ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was incleaded and the concept of probable cost of \$2,973,000 for the 250 is requested. As the Laroche be evaluate replacement options and the construction market and unfavic contract award planned for construction.	uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rd he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is orable bidding climate, reallocation of non-federal funding ction in 2024. In the event this occurs, supplemental capit	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or bad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING	0,000 with a 20% \$102,000 include ted which indica inal engineering o ced flooding haz I. Please note du to facilitate the P I year 2025 for Be	cost share requiremen ed within the 2024 tes an engineer's opinic design or a total of \$762 ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was inc capital request. Lastly, the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavi contract award planned for constru- construction.	uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is orable bidding climate, reallocation of non-federal funding iction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or bad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING	0,000 with a 20% \$102,000 include ated which indica inal engineering e ced flooding haze I. Please note du to facilitate the F I year 2025 for Be 339,250	cost share requiremen ed within the 2024 tes an engineer's opinic design or a total of \$76; ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was incl capital request. Lastly, the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavi contract award planned for constru- construction.	A running Request (CDR) Inrough the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is orable bidding climate, reallocation of non-federal funding ction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVE	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING \$ ERSIGHT	0,000 with a 20% \$102,000 include ted which indica inal engineering of ced flooding haz. I. Please note du to facilitate the F I year 2025 for Be 339,250	cost share requiremen ed within the 2024 tes an engineer's opinic design or a total of \$76; ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was incleaded and the concept of a congression of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavicontract award planned for constructonstruction.	uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements i brable bidding climate, reallocation of non-federal funding lotion in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVI CONSTRUCTION ENGINEERING OVI	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for fi rrgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING \$ ERSIGHT \$	0,000 with a 20% \$102,000 include ted which indica inal engineering a loced flooding haz. I. Please note du to facilitate the F I year 2025 for Be 3339,250 525.000	cost share requiremen ed within the 2024 tes an engineer's opinic design or a total of \$76; ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was inclean to a congressionally Directed A portion of this cost share was inclean to a probable cost of \$2,973,000 for the 250 is requested. As the Laroche be evaluate replacement options and the construction market and unfavic contract award planned for construction.	a valuing Request (CDR) Inrough the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is orable bidding climate, reallocation of non-federal funding ction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVI CONSTRUCTION COSTS CONTINGENCY	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING \$ ERSIGHT \$	0,000 with a 20% \$102,000 include ted which indica inal engineering of ced flooding haz. I. Please note du to facilitate the F I year 2025 for Be 339,250 525,000	cost share requiremen ed within the 2024 tes an engineer's opinic design or a total of \$76: ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was incleaded and the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavicontract award planned for constructonstruction.	a running Request (CDR) Infogin the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is orable bidding climate, reallocation of non-federal funding uction in 2024. In the event this occurs, supplemental capital PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVE CONSTRUCTION ENGINEERING OVE CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f urgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING \$ ERSIGHT \$ \$ \$ \$	0,000 with a 20% \$102,000 include ted which indica inal engineering e uced flooding haze I. Please note du to facilitate the P I year 2025 for Be 3339,250 - 525,000 - - 864,250	cost share requiremen ed within the 2024 tes an engineer's opinit design or a total of \$76; ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was incl capital request. Lastly, the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavi contract award planned for constru- construction. ESTIMATED COSTS: FINANCING	A running Request (CDR) Infogent the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements i prable bidding climate, reallocation of non-federal funding iction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVE CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu in a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING \$ ERSIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	0,000 with a 20% \$102,000 include ted which indica inal engineering of ced flooding haz. I. Please note du to facilitate the F I year 2025 for Be 3339,250 - 525,000 - 864,250	cost share requirement ed within the 2024 tes an engineer's opinio design or a total of \$76 ard, we continue to e to ongoing volatility Ross Road culvert ennett Road culvert
A portion of this cost share was incleanting proceeding of the cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavicontract award planned for construction.	a running Request (CDR) Infogent the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements i orable bidding climate, reallocation of non-federal funding liction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVE CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f urgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING \$ ERSIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	0,000 with a 20% \$102,000 include ted which indica inal engineering of iced flooding haz. I. Please note du to facilitate the P I year 2025 for Be 3339,250 - 525,000 - 864,250 -	cost share requirement ed within the 2024 tes an engineer's opinion design or a total of \$76 ard, we continue to e to ongoing volatility Ross Road culvert ennett Road culvert
A portion of this cost share was inci capital request. Lastly, the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavi contract award planned for constru- construction. ESTIMATED COSTS:	A running Request (CDR) Inrough the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements i prable bidding climate, reallocation of non-federal funding iction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or nad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING \$ ERSIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	0,000 with a 20% \$102,000 include ted which indica inal engineering a loced flooding haz. I. Please note du to facilitate the F I year 2025 for Be 3339,250 - 525,000 - 864,250 - 864,250	cost share requirement ed within the 2024 tes an engineer's opinit design or a total of \$76 ard, we continue to e to ongoing volatility Ross Road culvert ennett Road culvert
A portion of this cost share was incleanted and the concept of a cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavicontract award planned for construction. ESTIMATED COSTS:	a running Request (CDR) Inrough the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is prable bidding climate, reallocation of non-federal funding inction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVE CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING \$ ERSIGHT \$ S \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	0,000 with a 20% \$102,000 include ted which indica inal engineering of iced flooding hazz I. Please note du to facilitate the P I year 2025 for Be 3339,250 - 525,000 - 864,250 - 864,250 -	cost share requiremer ed within the 2024 tes an engineer's opinio design or a total of \$76 ard, we continue to e to ongoing volatility Ross Road culvert ennett Road culvert
A portion of this cost share was incl capital request. Lastly, the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavi contract award planned for constru- construction. ESTIMATED COSTS:	a running Request (CDR) Inrogent the Office of Senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is prable bidding climate, reallocation of non-federal funding requirements is prable bidding climate, reallocation of non-federal funding uction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ERSIGHT \$ S S S S S S S S S S S S S S S S S S S	0,000 with a 20% \$102,000 include ted which indica inal engineering e uced flooding haze I. Please note du to facilitate the P I year 2025 for Be 3339,250 525,000 - 864,250 - 864,250 - -	cost share requiremen ed within the 2024 tes an engineer's opinic design or a total of \$76; ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was inci capital request. Lastly, the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavi contract award planned for constru- construction. ESTIMATED COSTS: FINANCING	a volume Request (CDR) Infogent the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is prable bidding climate, reallocation of non-federal funding iction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVI CONSTRUCTION ENGINEERING OVI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu in a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING \$ ERSIGHT \$ S S S S S S S S S S S S S S S S S S S	0,000 with a 20% \$102,000 include ted which indica inal engineering of ced flooding hazz I. Please note du to facilitate the F I year 2025 for Be 3339,250 - 525,000 - 864,250 - - 864,250 - - -	cost share requiremen ed within the 2024 tes an engineer's opinic design or a total of \$76; ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was incleanted and the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavicontract award planned for construction.	a running Request (CDR) Inrogent the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rd he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is prable bidding climate, reallocation of non-federal funding uction in 2024. In the event this occurs, supplemental capital PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVE CONSTRUCTION ENGINEERING OVE CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f urgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ENGINEERING \$ ERSIGHT \$ \$ S \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	0,000 with a 20% \$102,000 include ted which indica inal engineering of iced flooding haz. I. Please note du to facilitate the F I year 2025 for Be 3339,250 - 525,000 - 864,250 - - - 864,250 - - - 864,250	cost share requiremen ed within the 2024 tes an engineer's opinic design or a total of \$76; ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was incleaded a concept of a congressional provided a concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavic contract award planned for construction. ESTIMATED COSTS: FINANCING IF BONDED:	a volume Request (CDR) Introgent the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is prable bidding climate, reallocation of non-federal funding iction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVI CONSTRUCTION ENGINEERING OVI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or nad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ERSIGHT \$ S S S S S S S S S S S S S S S S S S S	0,000 with a 20% \$102,000 include the dwhich indica inal engineering e icced flooding haze I. Please note du to facilitate the F I year 2025 for Be 3339,250 - 525,000 - 864,250 - - 864,250 - - 864,250	cost share requiremen ed within the 2024 tes an engineer's opinit design or a total of \$76 ard, we continue to e to ongoing volatility i Ross Road culvert ennett Road culvert
A portion of this cost share was inc capital request. Lastly, the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavi contract award planned for constru- construction. ESTIMATED COSTS: FINANCING IF BONDED:	a volume Request (CDR) Introgent the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements i porable bidding climate, reallocation of non-federal funding iction in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVE CONSTRUCTION ENGINEERING OVE CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ERSIGHT \$ S S S S S S S S S S S S S S S S S S S	0,000 with a 20% \$102,000 include ted which indica inal engineering of iced flooding hazi I. Please note du to facilitate the P I year 2025 for Be 3339,250 - 525,000 - 864,250 - - 864,250 - - - 864,250	cost share requiremen ed within the 2024 tes an engineer's opinic design or a total of \$76 ard, we continue to e to ongoing volatility in Ross Road culvert ennett Road culvert
Financial congressionally Directed A portion of this cost share was incleaded capital request. Lastly, the concept of probable cost of \$2,973,000 for t 250 is requested. As the Laroche b evaluate replacement options and the construction market and unfavice construction. ESTIMATED COSTS: FINANCING IF BONDED:	a volume Request (CDR) Infogent the office of senator Jean uded in the Fiscal Year 2023 approved capital plan with the ual engineering design and cost estimate for the Bennett Rc he Woodman and Corsey crossings. A request of \$423,000 rook crossing replacement has been determined to be less u schedule and will include any capital funding requirements is prable bidding climate, reallocation of non-federal funding retion in 2024. In the event this occurs, supplemental capit PRELIMINARY STUDY, DESIGN AND FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST	ne Shaheen in the amount of \$2,04 balance of the 20% requirement or pad culvert project has been comple for construction and \$339,250 for f irgent due to its condition and redu n a future year's request as needed requested above may be necessary al funding will be requested in fisca ERSIGHT \$ S S S S S S S S S S S S S S S S S S S	0,000 with a 20% \$102,000 include ted which indica inal engineering e icced flooding haze I. Please note du to facilitate the P I year 2025 for Be 3339,250 525,000 - 864,250 - - 864,250 - - 864,250	cost share requiremer ed within the 2024 tes an engineer's opini design or a total of \$76 ard, we continue to e to ongoing volatility Ross Road culvert ennett Road culvert

59

PROJECT YEAR	2025 -2033	PROJECT COST		\$85,000
DESCRIPTION	Drainage System Rehabilitation - Culverts, Outfalls and Drainage Structures	DEPARTMENT	Public Works -	Operations
IMPETUS FOR PROJECT	(IE. MANDATED, COUNCIL GOAI	., DEPT INITIATIVE, I	ETC.)	
Department Initiative, MS-4 Permit				
DESCRIPTION (TO INCLU	UDE JUSTIFICATION)			
The Drainage System Rehabil	litation Program funds repair, replacem	ent, additions, and majo	or repairs to the 1	Fown's
stormwater drainage system	consisting of approximately 70 culverts	s, and outfalls, 30 draina	ge manholes, 52	5 catch basins,
10 miles of drain lines and 4	bioretention areas and 5 rain gardens.	This network of pipes, st	tructures, and st	ructural Best
Management Practices (BMP	's) are critical components of the Town	's roadway network allo	wing for the com	npliant
management of stormwater	while providing crossings of streams, ri	vers, wetlands, and othe	er water resource	es. In many
cases this infrastructure is ag	ing and has deteriorated beyond its use	eiui ille requiring replace	ement before fai why basis or as fu	nds are
accumulated for larger storm	water projects. Projects requiring larg	er funding amounts whi	ch exceed this ar	nual
appropriation will be include	d in the capital plan separately as need	ed.		inder
		•		
			· · · · ·	
			•	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND	ENGINEERING \$		
	FINAL DESIGN AND ENGINEERING	\$	· _ ·	
	CONSTRUCTION ENGINEERING OV	ERSIGHT \$	-	
	CONSTRUCTION COSTS	\$	85,000	
	CONTINGENCY	\$	-	
	TOTAL PROJECT COST	\$	85,000	
FINANCING	OPERATING BUDGET	\$	85,000	
	UNH - CASH	\$	-	
	BOND - TOWN PORTION	\$	·	•
	UNH PORTION	\$		· · · ·
	FEDERAL/STATE GRANT	\$	÷	•
	CAPITAL RESERVE ACCOUNT	s e te s e _	· · · · ·	
	TOTAL FINANCING COSTS	\$	85,000	
IF BONDED:	NUMBER OF YEARS		N/A	
	TOTAL PRINCIPAL	\$	6 ₋ -	
	TOTAL INTEREST	<u></u>	<u> </u>	
	TOTAL ESTIMATED COST	\$	3	



PROJECT YEAR	2024-2033	PROJECT COST	\$30,000
DESCRIPTION	Stormwater Management Program Permit Compliance	DEPARTMENT	Public Works - Operations
IMPETUS FOR PROJEC	T (IE. MANDATED, COUNCIL GOA	L, DEPT INITIATIVE, E	TC.)
Department Initiative, MS-4 Permit			
DESCRIPTION (TO INCL	UDE JUSTIFICATION)		
This program funds annual c	compliance with the EPA's National Poll	ution Discharge Eliminatio	on System Municipal Separate
Storm Sewer System Phase	II General Permit (NPDES MS4 Permit) .	The revised final permit,	recently re-issued in 2018,
requires towns to meet "Mi	nimal Control Measures" to improve wa	ter quality within jurisdic	tional areas. These minimum
control measures include: 1	. Public education and outreach 2. Publ	ic involvement and partic	pation 3. Illicit discharge
detection and elimination 4	. Construction-site stormwater runoff c	ontrol 5. Post-constructio	n stormwater management in
new development and rede	velopment 6. Pollution prevention and	good housekeeping in mu	nicipal operations. In addition,
Durham Public Works contin	nues to advance its Drainage Master Pla	in development utilizing 3	^o party engineering services.
This will include an inventor	y, evaluation and condition assessment	ot all drainage infrastruc	ture which will allow for the
development of a drainage	GIS layer and prioritization of drainage	system renabilitation.	
		•	
· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AN	D ENGINEERING \$	-
	FINAL DESIGN AND ENGINEERING	\$	10,000
	CONSTRUCTION ENGINEERING O	/ERSIGHT \$	
	CONSTRUCTION COSTS	\$	20,000
	CONTINGENCY	\$	
	TOTAL PROJECT COST	\$	30,000
FINANCING	OPERATING BUDGET	\$	30,000
	UNH - CASH	\$	•
	BOND - TOWN PORTION	\$	•
	UNH PORTION	\$	-
	FEDERAL/STATE GRANT	\$	- -
	CAPITAL RESERVE ACCOUNT	\$	
	CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	\$ \$	30,000
IF BONDED:	CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	\$	- 30,000 N/A
IF BONDED:	CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	\$ \$ \$	30,000 N/A
IF BONDED:	CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST	\$ \$ \$ \$	30,000 N/A -



PROJECT YEAR	2024	PROJECT COST	\$15,000
DESCRIPTION	Facility Infrastructure Asset Mangement Plan	DEPARTMENT	Public Works - Operations
MPETUS FOR PROJEC	T (IE. MANDATED, COUNCIL GO	OAL, DEPT INITIATIVE, I	ETC.)
Department Initiative		· · · · ·	
DESCRIPTION (TO INC	LUDE JUSTIFICATION)		<u></u>
	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	1999	
ibrary, Town Hall and Police Sta building systems continue to age expended to supplement our int address aging infrastructure wit or the repair or replacement of andscaping, pavement, et ceter phased over several years and v Hall, Police Station and Library.	ation have advanced systems that require sp e, necessary investments are essential for the ternal efforts in the first phase of developing hin Town facilities. Under this Facility Infrast items such as interior/exterior paint, roofing a. Due to the number of facilities involved a vill leverage other funding sources, with an ir	ecialized training and licensing t eir continued uninterrupted ope a Facility Infrastructure Capital ructure Plan, Durham Public We g, siding, HVAC systems, carpet, and the extent of building syste nitial focus on the most intensiv	o service and repair. As all of our eration. The proposed funding will be Improvement Plan which will orks will develop a schedule and cost tiles, windows, plumbing, electrical, ms, it is anticipated this effort will be rely used buildings including the Towr
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN A	ND ENGINEERING \$	
			•
		JVERSIGHT \$	-
		\$	15,000
·		<u>)</u>	15 000
FINANCING			45,000
		¢	15,000
•		¢	-
•			-
* •		¢	•
		<u>م</u> م	
		<b>\$</b>	10,000 N/A
		φ.	131/ <i>1</i> 4
		\$	•
	TOTAL INTEREST	<del>د</del>	•
4	TOTAL ESTIMATED COST		



DESCRIPTION         Dump Track 35,000 GW         DEPARTMENT         Public Works - Operations           DESCRIPTION (TO INCLUDE JUSTIFICATION):         Public Works has a fleet of sk3 55,000 LB GVW (Gross Vehicle Weight) dump truck with sandsalt spreader, side wing and front plow.           Durham Public Works has a fleet of sk3 55,000 LB GVW (Gross Vehicle Weight) dump truck with sandsalt spreader, side wing and front plow.         The second s	PROJECT YEAR	2024	VEHICLE COST	\$259,000
DESCRIPTION (TO INCLUDE JUSTIFICATION):           Purchase of a 35,000 LB GVW (Gross Vehicle Weight) dump truck with sandsalt spreader, side wing and front plow.           Durham Public Works has a fleet of six 45,000 LB GVW dump trucks that are on a 10 year replacement cycle. These forth-line places of equipm materials, aggregates, adort, and other essential supplies to and from job ales to facilitate activities such as road repaint, infrastructure uggred diffy instatistican, and horizongen projects.           Purchame Public Works has a fleet of six 45,000 LB GVW dump trucks that are on a 10 year replacement cycle. These devices are an durbaceapp optication of the users of a source control of 20 laon mikes a contrast such repaints, infrastructure uggred diffy instatistican, and other second a supplies to and from top towards and material predex such as a road repaints, infrastructure uggred diffy instatistican, where the demand of son wand lce control of 20 laon mikes of two mosts. Exception where the demand of son wand lce control of 20 laon mikes diffy of two mosts. Exception where the demand of son wand lce control of 20 laon mikes diffy and access the capabilities of the internal feet, Durham fueld Works applements is elforts by enking the support of qualified contractors.           Durham Public Works applements and addition diffy addition and the material agregation and the applement is elforts by enking and addition guid price and accessible readways for stated and the devices for the under the mitus and addition guid price and under the mitus and additin additin additing price and the the devices for the under the min	DESCRIPTION	Dump Truck 35,000 GVW	DEPARTMENT	Public Works - Operations
Purchase of a 35,000 LB GVW (Cross Vehicle Weight) dump truck with sand/salt spreader, side wing and front plow.           Daham Public Works has a Beat of alx 35,000 LB GVW dump tooks that are on a 10 year replacement level. The structure upgrade due to spring apparent them well-kuile do transporting council materials aggregates, debhi, and oliver essential supplies to and from job sites to holitate activities such as race repairs, infrastructure upgrade duely installations, and lanckaping pojects.           Purthermore, these trucks assume a cuclal role in Durham Public Warks? Snow and lee Control Program. During multitaceted winter weather ever these whiches efficiently clear pathways, ensuring sale and accessible readways for readions and commuters during the internal facel, Durham Public Warks you sensiting the surgement in FY20. This schedures of pathways for readions and commuters during the internal facel, Durham Public Warks you sensiting the surgement in FY20. This schedures of the pathways for readions and commuters during the internal facel, Durham Public Works procured a 'swap loader body configuration for his explorent in FY20. This schedures the Durham Public Works feet is configured for whiter polyning and dealering, swift changesvers are cuclat. The schedures of the Durham Public Works feet is configured for whiter polyning and dealering, swift changesvers are cuclat. The schedures of the Durham Public Works feet is configured for whiter polyning and dealering, with changesvers are cuclat. The schedures of the Durham Public Works feet is configured for whiter polyning and dealering, with changesvers are cuclat. The schedure for the schedures of the Durham Public Works feet is configured for whiter polyning activities on the schedure for the program to the durbate face and durba (specific) and compressed natural gas (CNG).           Durham Public Works feet is configured for whiter polyning activities. The schedures of the Durham P	DESCRIPTION (TO IN	CLUDE JUSTIFICATION):	······································	
Durham Public Works has a fleet of aix 35.000 LB GVW dump trucks that are on a 10 year replacement cycle. These front line pieces of equipm aperated up to dight hours daily, four to the workdays per week. Their design and carrying capacity make them well-suited for transporting consultations, and landscaping prejects. Further works are thore assential supplies to and from job sites to facilitate activities such as read regels, infrastructure upgrade dilly installations, and landscaping prejects. Further works are thore assential a supplies to and from job sites to facilitate activities such as read regels, infrastructure upgrade dilly installations, and landscaping prejects. Further works are thore assential as the final fine defines for snow and loc control Program. During multifaceted whiter weather explaining winter months. In cases where the demands of snow and loc control are upress to capabilities of the internal Feet. Durham Public Works supplements is efforts by enlisting the support of qualified contractors. Durham Public Works procured a 'awap loader' body configuration for this equipment in FY22. This setup involves equipping the truck cat and with a hydraulic hock if thoris. This feature enables searcless interchangeability of virous truck borks and located while the requiring a turn body, the new 'teory loader' bedy with a hydraulic hock if thoris. This feature enables searcless interchangeability of virous truck broks is equipping the truck cat and with a hydraulic hock if thoris. This feature enables searcless of the public works are equipping the truck cat and a construction the matching intercess of the public works are equipping the truck cat and a construction the matching interces and the public works are equipping the truck cat and a construction. This way are main hydrau requiring a turn total, the equiption of the way broke and the public works are equipting in the construction of the public work are equipted as the first of the public work are equipted as the first of the public works ar	Purchase of a 35 000 LB G	N/W (Gross Vehicle Weight) du	imp truck with sand/s	alt spreader, side wing and front nlow
Durham Public Works has a filest of six 35,000 LB GVW dump trucks that are on a 10 year replacement cycle. These forth line pieces of equipm naterials, aggregates, debra, and onlo essential supplies to and from job alse to facilitate activities such as road repairs, infrastructure upgrade inflin insultations, and londocaping piecks.         Furthermore, these thrucks assume a crucial role in Durham Public Works 'Snow and loe Control Program. During multitaced with reveated evaluations are noticed assume a crucial role in Durham Public Works' Snow and loe control on 120 lane insultate and inter using set the support of qualified contractors.         Euthermore, these thrucks assume a crucial role in Durham Public Works' Snow and loe control on 120 lane insultate and the support of qualified contractors.         Durham Public Works procured a 'swap loader' body configuration for this equipment in EV22. This setup involves equipping thruck cas and it any shratch bodies, and liquid decing and anti-fing tunker enables assume and provide setup with a physical bodies, and liquid decing and anti-fing tunker enables assume and the support of qualified contractors.         Durham Public Works procured a 'swap loader' body configuration for this equipment in EV22. This setup involves equipping thruck to the chast is configured to viviar physical physical assume and cassing a weter more head and the involve and anti-fing activity and the chast is a strateging while the chast is configured to viviar physical activity and with chostes, and liquid bodies, and liquid chost in the chast is a strateging while the chast is an anti-final activity and anti-fing thrucke assume ass			imp fruck with salidis	at spreader, side wing and nort plow.
Durham Public Works has a field of at \$1,000 LB GVW dump trucks that are on a 10 year reglacement opcie. These forshive places of explain materials, aggregates, debris, and other essential supplies to and from job sites to facilitate activities such as road repairs, infrastructure upgraduility installations, and landcapping projects. Turthermore, these trucks assume a cucial role in Durham Public Works' Snow and lee Control Program. During multifaceted winter weather eventies errolised as the front line defense for snow and lee control on 120 ane miles of Town roads. Equipped with snow plows and consoling and accessible roadways for readines and commutes during the challenging winter months. In cases where the demands of snow and lee control on 120 ane miles of Town roads. Equipped with snow plows and contractors. Durham Public Works proceed a 'swap loader' body configuration for this equipment in FY22. This setup involves equipping the truck cab and with a hydraulic hook it flows. This feature enables searnless interchangeability of virtues truck backs, and isquid decing and artificing there is the transformation of the sequence of the place of the plane public Works approach to maint for the plane public works approach the approach and the two the sequence of the plane public Works approach and the plane pl		×		
Furthermore, these blocks assume a crucial role in Durham Public Works' Snow and loc Control Program. During multifaceted winter weather eventhese whiches are mobilized as the front line defense for snow and loc control on 120 lane miles of Town roads. Equipped with snow plows and the challenging writer monts. In cases where the demands of snow and loc removal operations supass the capabilities of the internal fleet, Durham Public Works procured a "swap loader" body configuration for this equipment in FY22. This setup involves equipping the truck cab and o with a hydraulic hock ith host. This feature enables searnless interchangeabilities, such capabilities of the internal fleet, Durham Public Works procured a "swap loader" body configuration for this equipriment in FY22. This setup involves equipping the truck cab and o with a hydraulic hock ith host. This feature enables searnless interchangeabilities, such cabe, such as a cable and an an independent in provide and the Durham Public Works feet is considered and unpublic works gene and an independent is provided as the configuration be obtained public Works feet is configured to white public work is proceed a "swap loader" body configuration for this equipment in FY22. This setup involves equipping the truck cab and o wints hours and read on the public works is preased and durp body, in under the minutes. Durham Public Works is preased and durp body, in under the minutes. Durham Public Works is preased and wing beaution is provide opponing and addicing, and the public Works is preased and durp body. In under the minutes. Durham Public Works is preased and turp body is not insupponing addicing. Including electric and compressed nation applications for this uponing addicing. Including electric and compressed nation applications for this uponing addicing. Including electric and compressed nation applications for this uponing addicing. Including electric and compressed nation application andit is part of this acquisition. This legaxy	Durham Public Works has a f operated up to eight hours da materials, aggregates, debris utility installations, and landso	leet of six 35,000 LB GVW dump ily, four to five workdays per week , and other essential supplies to an aping projects.	trucks that are on a 10 . Their design and carr nd from job sites to faci	year replacement cycle. These front-line pieces of equipment a ying capacity make them well-suited for transporting constructio litate activities such as road repairs, infrastructure upgrades,
Durham Public Works procured a "swap loader" body configuration for this equipment in FY22. This setup involves equipping the truck ceb and i with a hydraulic hock if th holst. This feature enables seamless interchangeability of various truck hocks, and liquid being and anti-licing tankers interances where the burham Public Works is to configuration have requiring a dump body, in under plowing and etchicals, setting the burham Public Works is requesting funding. FY24 to purchas second "swap loader" configuration as part of the truck procurement to add further flexibility and dependability the Durham Public Works is requesting funding in FY24 to purchas second "swap loader" configuration as part of the truck procurement to add further flexibility and dependability to the Durham Public Works is requesting funding in FY24 to purchas second "swap loader" configuration as part of the truck procurement to add further flexibility and dependability to the Durham Public Works are set (CNO) solutions. Durham Public Works' spare 35,000 GWW Truck, a 2012 Peterbilit, will be traded in as part of this acquisition. This legacy asset was over from the 2022 procurement of the Department is 2022 International/Navistar Swap Loader Truck.  Vehicle to be Replaced: Truck H-2, 2013 Peterbilt  ESTIMATED COST PURCHASE PRICE \$ 120,000 ACCESSORIES* \$ 164,000 LESS TRADE-IN** \$ 2 (25,000) *Cossosories include lighting, radice, stripting, mile, equipment. FINANCING OPERATING BUDGET \$ 1 UNH - CASH \$ 1 BOND - TOWN PORTION \$ 259,000 UNH PORTION \$ 259,000 UNH PORTION \$ 259,000 TOTAL PIRAURING COST \$ 229,000 TOTAL PIRAURING COST \$ 229,000 TOTAL PIRAURING COST \$ 229,000 TOTAL PIRAURICE COST \$ 289,000 TOTAL PIRAURICE COST \$ 289,000 TOTAL INTEREST (ESTD) \$ 28,500 TOTAL PIRAURICE COST \$ 285,000 TOTAL PIRAURICE COST \$ 285,000 TOTAL PIRAURICE COST \$ 285,000 TOTAL INTEREST (ESTD) \$ 28,500 TOTAL PIRAURICE COST \$ 285,000 TOTAL PIRAU	Furthermore, these trucks as these vehicles are mobilized material spreaders, these veh challenging winter months. In Public Works supplements its	sume a crucial role in Durham Put as the front line defense for snow nicles efficiently clear pathways, er cases where the demands of sno s efforts by enlisting the support of	lic Works' Snow and Ic and ice control on 120 I suring safe and access w and ice removal oper qualified contractors.	e Control Program. During multifaceted winter weather events, lane miles of Town roads. Equipped with snow plows and sible roadways for residents and commuters during the rations surpass the capabilities of the internal fleet, Durham
Vehicle to be Replaced: Truck H-2, 2013 Peterbil: ESTIMATED COST PURCHASE PRICE \$ 120,000 Accessories include lighting, radios, striping, misc. equipment. FINANCING OPERATING BUDGET \$ - UNH - CASH \$ - BOND - TOWN PORTION \$ 259,000 UNH PORTION \$ - FEDERALISTATE GRANT \$ - TOTAL FINANCING COSTS \$ 289,000 IF BONDED: NUMBER OF YEARS 5 TOTAL FINANCING COSTS \$ 259,000 TOTAL PRINCIPAL \$ 259,000 TOTAL PROJECT COST \$ 285,000 TOTAL PROJECT PROJECT \$ 285,000 TOTAL PROJECT \$ 285,000 TOTAL PROJECT \$ 285,000 TOTAL PROJECT \$ 285,000 TOTAL	Durham Public Works procur with a hydraulic hook lift hoist instances where the Durham operations like addressing a transition between the mater second "swap loader" configu Department is proactively exp solutions. Durham Public Wo over from the 2022 procurem	, ed a "swap loader" body configura t. This feature enables seamless ir Public Works fleet is configured for water main break requiring a dump ial spreader and dump body, in un uration as part of the truck procure ploring alternative fuel options for t rks' spare 35,000 GVW Truck, a 2 ient of the Department's 2022 Inter	tion for this equipment nterchangeability of var or winter plowing and do body, the new "swap der five minutes. Durha ment to add further flex his upcoming acquisitio 2012 Peterbuilt, will be mational/Navistar Swap	in FY22. This setup involves equipping the truck cab and chass ious truck bodies, and liquid deicing and anti-icing tankers. In eicing, swift changeovers are crucial. For example, during loader" setup with a hydraulic hook lift hoist allows for the quick am Public Works is requesting funding in FY24 to purchase a dibility and dependability to the Durham Public Works fleet. The on, including electric and compressed natural gas (CNG) traded in as part of this acquisition. This legacy asset was a hol p Loader Truck.
Vehicle to be Replace: Truck H-2, 2013 Peterbilt  ESTIMATED COST PURCHASE PRICE ACCESSORIES* \$ 164,000 LESS TRADE-IN* \$ (25,000) *Accessories include lighting, radios, striping, misc, equipment.  FINANCING OPERATING BUDGET UNH - CASH S UNH - CASH S UNH - CASH S CAPITAL RESERVE ACCOUNT FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS S 269,000 IF BONDED NUMBER OF YEARS 5 TOTAL PRIOCIPAL \$ 259,000 TOTAL PRIOCIPAL \$ 269,000 TOTAL PRIOCIPAL \$	· · · · · · · · · · · · · · · · · · ·		•	
Vehicle to be Replaced: Truck H-2, 2013 Peterbilt  ESTIMATED COST PURCHASE PRICE \$ 120,000 ACCESSORIES* \$ 184,000 LESS TRADE-IN** <u>\$ (25,000)</u> NET PURCHASE PRICE \$ 259,000 *Accessories include lighting, radios, striping, misc. equipment.  FINANCING OPERATING BUDGET \$ UNH - CASH \$ CAPITAL RESERVE ACCOUNT \$ CAPITAL RESERVE ACCOUNT \$ CAPITAL RESERVE ACCOUNT \$ CAPITAL RESERVE ACCOUNT \$ TOTAL FINANCING COSTS \$ 259,000 TOTAL INTEREST (ESTD) \$ 26,500 TOTAL INTEREST (ESTD) \$ 28,500	. · ·	• • •		
ESTIMATED COST PURCHASE PRICE \$ 120,000 ACCESSORIES* \$ 164,000 LESS TRADE-IN** <u>\$ (25,000)</u> NET PURCHASE PRICE \$ 259,000 *Accessories include lighting, radios, striping, misc. equipment. FINANCING OPERATING BUDGET \$ - UNH - CASH \$ - BOND - TOWN PORTION \$ 259,000 UNH PORTION \$ - FEDERAL/STATE GRANT \$ - CAPITAL RESERVE ACCOUNT <u>\$ -</u> TOTAL FINANCING COSTS \$ 259,000 IF BONDED: NUMBER OF YEARS 5 TOTAL PRINCIPAL \$ 5 TOTAL PRINCIPAL \$ 259,000 TOTAL INTEREST (ESTD) <u>\$ 26,500</u> TOTAL INTEREST (ESTD) <u>\$ 26,500</u> TOTAL PROJECT COST \$ 285,500	Vehicle to be Replaced:	Truck H-2, 2013 Peterbilt		
ESTIMATED COST PURCHASE PRICE \$ 120,000 ACCESSORIES* \$ 164,000 LESS TRADE-IN** <u>\$ (25,000)</u> NET PURCHASE PRICE <u>\$ 259,000</u> *Accessories include lighting, radios, striping, misc. equipment. FINANCING OPERATING BUDGET <u>\$ -</u> UNH - CASH <u>\$ -</u> BOND - TOWN PORTION <u>\$ 259,000</u> UNH PORTION <u>\$ -</u> FEDERALISTATE GRANT <u>\$ -</u> CAPITAL RESERVE ACCOUNT <u>\$ -</u> TOTAL FINANCING COSTS <u>\$ 259,000</u> TOTAL FINANCING COSTS <u>\$ 259,000</u> IF BONDED: NUMBER OF YEARS <u>5</u> TOTAL PRINCIPAL <u>\$ 259,000</u> TOTAL PRINCIPAL <u>\$ 259,000</u> TOTAL PROJECT COST <u>\$ 265,00</u> COTAL PROJECT COST <u>\$ 265,00</u> COTAL PROJECT COST <u>\$ 285,500</u>	· · ·		·	
ACCESSORIES*       \$       164,000         LESS TRADE-IN**       \$       (25,000)         NET PURCHASE PRICE       \$       259,000         *Accessories include tighting, radios, striping, misc. equipment.       *         FINANCING       OPERATING BUDGET       \$         BOND - TOWN PORTION       \$       -         BOND - TOWN PORTION       \$       259,000         UNH - CASH       \$       -         BOND - TOWN PORTION       \$       259,000         UNH PORTION       \$       -         FEDERALISTATE GRANT       \$       -         CAPITAL RESERVE ACCOUNT       \$       -         TOTAL FINANCING COSTS       \$       259,000         IF BONDED:       NUMBER OF YEARS       5         TOTAL PRINCIPAL       \$       265,000         TOTAL INTEREST (ESTD)       \$       265,000         TOTAL INTEREST (ESTD)       \$       285,500	ESTIMATED COST	PURCHASE PRICE	\$ 120,000	
LESS TRADE-IN**         §         (25,000)           NET PURCHASE PRICE         \$         259,000           *Accessories include lighting, radios, striping, misc. equipment.         *           FINANCING         OPERATING BUDGET         \$         -           UNH - CASH         \$         -           BOND - TOWN PORTION         \$         259,000           UNH PORTION         \$         -           FEDERAL/STATE GRANT         \$         -           CAPITAL RESERVE ACCOUNT         \$         259,000           TOTAL FINANCING COSTS         \$         259,000           IF BONDED:         NUMBER OF YEARS         5           TOTAL PRINCIPAL         \$         259,000           TOTAL PROJECT COST         \$         285,000	/	ACCESSORIES*	\$ 164,000	
NET PURCHASE PRICE     \$     259,000       *Accessories include tighting, radios, striping, misc. equipment.       FINANCING     OPERATING BUDGET     \$     -       UNH - CASH     \$     -       BOND - TOWN PORTION     \$     259,000       UNH PORTION     \$     -       FEDERAL/STATE GRANT     \$     -       CAPITAL RESERVE ACCOUNT     \$     -       TOTAL FINANCING COSTS     \$     259,000       IF BONDED:     NUMBER OF YEARS     5       TOTAL PRINCIPAL     \$     285,000       TOTAL PROJECT COST     \$     285,000		LESS TRADE-IN**	\$ (25,000)	
*Accessories include lighting, radios, striping, misc. equipment. FINANCING OPERATING BUDGET \$ - UNH - CASH \$ BOND - TOWN PORTION \$ 259,000 UNH PORTION \$ - FEDERAL/STATE GRANT \$ - CAPITAL RESERVE ACCOUNT <u>\$ - TOTAL FINANCING COSTS \$ 259,000 TOTAL PRINCIPAL \$ 259,000 TOTAL INTEREST (ESTD) <u>\$ 26,500 TOTAL PROJECT COST \$ 285,500 </u></u>		NET PURCHASE PRICE	\$ 259,000	
FINANCING       OPERATING BUDGET       \$       -         UNH - CASH       \$       -         BOND - TOWN PORTION       \$       259,000         UNH PORTION       \$       -         FEDERAL/STATE GRANT       \$       -         CAPITAL RESERVE ACCOUNT       \$       -         TOTAL FINANCING COSTS       \$       259,000         IF BONDED:       NUMBER OF YEARS       5         TOTAL PRINCIPAL       \$       259,000         TOTAL INTEREST (EST'D)       \$       26,500         TOTAL INTEREST (COST)       \$       28,500         TOTAL PROJECT COST       \$       28,500	1	*Accessories include lighting, radio	s, striping, misc. equipme	ent.
UNH - CASH \$ - BOND - TOWN PORTION \$ 259,000 UNH PORTION \$ - FEDERALISTATE GRANT \$ - CAPITAL RESERVE ACCOUNT \$ - TOTAL FINANCING COSTS \$ 259,000 IF BONDED: NUMBER OF YEARS 5 TOTAL PRINCIPAL \$ 259,000 TOTAL INTEREST (EST'D) <u>\$ 26,500</u> TOTAL PROJECT COST \$ 285,500	FINANCING	OPERATING BUDGET	\$ -	
BOND - TOWN PORTION       \$       259,000         UNH PORTION       \$       -         FEDERAL/STATE GRANT       \$       -         CAPITAL RESERVE ACCOUNT       \$       -         TOTAL FINANCING COSTS       \$       259,000         IF BONDED:       NUMBER OF YEARS       5         TOTAL PRINCIPAL       \$       259,000         TOTAL PRINCIPAL       \$       259,000         TOTAL NTEREST (ESITD)       \$       265,000         TOTAL PROJECT COST       \$       285,500		UNH - CASH	\$-	
UNH PORTION \$ FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS COUNT TOTAL FINANCING COSTS COUNT TOTAL FINANCING COSTS COUNT TOTAL PROJECT COST COUNT COU		BOND - TOWN PORTION	\$ 259,000	
FEDERAL/STATE GRANT       \$         CAPITAL RESERVE ACCOUNT       \$         TOTAL FINANCING COSTS       \$         1F BONDED:       NUMBER OF YEARS         TOTAL PRINCIPAL       \$         259,000         TOTAL INTEREST (EST'D)       \$         26,500         TOTAL PROJECT COST       \$         285,500		UNH PORTION	\$ -	
CAPITAL RESERVE ACCOUNT       \$         TOTAL FINANCING COSTS       \$         IF BONDED:       NUMBER OF YEARS       5         TOTAL PRINCIPAL       \$       259,000         TOTAL INTEREST (EST'D)       \$       26,500         TOTAL PROJECT COST       \$       285,500		FEDERAL/STATE GRANT	\$	
TOTAL FINANCING COSTS       \$       259,000         IF BONDED:       NUMBER OF YEARS       5         TOTAL PRINCIPAL       \$       259,000         TOTAL INTEREST (EST'D)       \$       26,500         TOTAL PROJECT COST       \$       285,500		CAPITAL RESERVE ACCOUNT	\$ - :	
IF BONDED: NUMBER OF YEARS 5 TOTAL PRINCIPAL \$ 259,000 TOTAL INTEREST (EST'D) <u>\$ 26,500</u> TOTAL PROJECT COST \$ 285,500		TOTAL FINANCING COSTS	\$ 259.000	
TOTAL PRINCIPAL       \$       259,000         TOTAL INTEREST (EST'D)       \$       26,500         TOTAL PROJECT COST       \$       285,500	IF BONDED:	NUMBER OF YEARS	5 '	
TOTAL INTEREST (EST'D) <u>\$ 26,500</u> TOTAL PROJECT COST <u>\$ 285,500</u>		TOTAL PRINCIPAL	\$ 259.000	
TOTAL PROJECT COST \$ 285,500		TOTAL INTEREST (EST'D)	\$ 26,500	
		TOTAL PROJECT COST	\$ 285 500	
			÷ 200,000	
			and the second	

PROJECT YEAR	2025	VEH	ICLE COST	\$230,000
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEP	ARTMENT	Public Works - Operations
DESCRIPTION (TO IN	CLUDE JUSTIFICATION):			n ( 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
			•	
urchase of a 35,000 LB C	WW (Gross Vehicle Weight) dump tru	uck with	sand/salt spread	er, side wing and front plow.
Durham Public Works has bieces of equipment are op nake them well-suited for bites to facilitate activities s	a fleet of six 35,000 LB GVW dump to perated up to eight hours daily, four to transporting construction materials, ag such as road repairs, infrastructure up	rucks th five wo ggregate grades,	at are on a 10 yea rkdays per week. es, debrs, and oth utility installation	ar replacement cycle. These front-line Their design and carrying capacity her essential supplies to and from job s, and landscaping projects.
urthermore, these trucks vinter weather events, the own roads. Equipped with accessible roadways for re and ice removal operations enlisting the support of qua	assume a crutial role in Durham Publi se vehicles are mobilized as the front a snow plows and material spreaders, sidents and commuters during the ch s surpass the capabilities of the intern alified contractors.	ic Work: line def these_v allening al fleet,	s' Snow and Ice C ense for snow an rehicles efficiently winter months. Ir Durham Public V	Control Program. During multifaceted d ice control on 120 lane miles of c clear pathways, ensuring safe and n cases where the demands of snow Vorks supplements its efforts by
/ehicle to be Replaced:	Truck H-3, 2014 International/Navis	tar		
		. *		1
STIMATED COST	PURCHASE PRICE	\$	126.000	· · · · · · · · · · · · · · · · · · ·
· · ·	ACCESSORIES*	\$	114,000	
	LESS TRADE-IN**	\$	(10,000)	
	NET PURCHASE PRICE	\$	230,000	
•	*Accessories include lighting, plo	ows, rad	lios, striping, m	isc. equipment.
INANCING	OPERATING BUDGET	\$	=.	
	UNH - CASH	\$	-	
•	<b>BOND - TOWN PORTION</b>	\$	230,000	· · · · ·
	FEDERAL/STATE GRANT	\$	· -	
	CAPITAL RESERVE ACCOUNT	\$	-	
	TOTAL FINANCING COSTS	\$	230,000	
F BONDED:	NUMBER OF YEARS		5	
·	TOTAL PRINCIPAL	<b>\$</b>	230,000	
	TOTAL INTEREST (EST'D)	\$	23,700	•
	TOTAL PROJECT COST	\$	253,700	

	2026	VEH	ICLE COST	\$241,250
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEP	ARTMENT	Public Works - Operations
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):			
		;		
Purchase of a 35,000 LB (	GVW (Gross Vehicle Weight) dump tr	uck witl	n sand/salt spreade	er, side wing and front plow.
Durham Public Works has line pieces of equipment a capacity make them well-s from job sites to facilitate	a fleet of six 35,000 LB GVW dump t are operated up to eight hours daily, fo suited for transporting construction ma activities such as road repairs, infrastr	trucks ti our to fiv aterials, ructure	nat are on a 10 yea /e workdays per we aggregates, debrs upgrades, utility ins	r replacement cycle. These front- eek. Their design and carrying , and other essential supplies to ar stallations, and landscaping project
Furthermore, these trucks winter weather events, the Town roads. Equipped wit accessible roadways for n and ice removal operation enlisting the support of qu	assume a crutial role in Durham Publices vehicles are mobilized as the from this snow plows and material spreaders esidents and commuters during the ch is surpass the capabilities of the interr alified contractors.	lic Worl t line de , these nallenin nal fleet	ks' Snow and Ice C efense for snow and vehicles efficiently g winter months. In , Durham Public W	ontrol Program. During multifacete d ice control on 120 lane miles of clear pathways, ensuring safe and cases where the demands of snow orks supplements its efforts by
			. *	
Vehicle to be Replaced:	Truck H-4, 2015 International/Navis	star		
· · · ·				
ESTIMATED COST	PURCHASE PRICE	\$	131.500	
	ACCESSORIES*	\$	119.750	• · · · · · · · · · · · · · · · · · · ·
	LESS TRADE-IN**	\$	(10,000)	
 I	NET PURCHASE PRICE	\$	241,250	
	*Accessories include lighting, pl	ows, ra	dios, misc. equip	ment.
FINANCING	OPERATING BUDGET	\$	-	an a
	UNH - CASH	\$.	•	
	BOND - TOWN PORTION	\$	241,250	•
	FEDERAL/STATE GRANT	\$	-	
	CAPITAL RESERVE ACCOUNT	\$	-	
4	TOTAL FINANCING COSTS	\$	241,250	
	NUMBER OF YEARS		5	
IF BONDED:				
IF BONDED:	TOTAL PRINCIPAL	\$	241,250	
IF BONDED:	TOTAL PRINCIPAL TOTAL INTEREST (EST'D)	\$ \$	241,250 25,300	
IF BONDED:	TOTAL PRINCIPAL TOTAL INTEREST (EST'D) TOTAL PROJECT COST	\$ \$ \$	241,250 25,300 266,550	

Dump Truck 3:         DESCRIPTION       Replace         DESCRIPTION (TO INCLUDE JUSTIFIC         Purchase of a 35,000 LB GVW (Gross Vehicle V         Durham Public Works has a fleet of six 35,000 L         pieces of equipment are operated up to eight how         make them well-suited for transporting construct         sites to facilitate activities such as road repairs, i         Furthermore, these trucks assume a crutial role         winter weather events, these vehicles are mobilit         Town roads. Equipped with snow plows and mat         accessible roadways for residents and commute         and ice removal operations surpass the capabilit         enlisting the support of qualified contractors.         Vehicle to be Replaced:       Truck H-5, 2016 Inte         ACCESSORIES*       LESS TRADE-IN**	5,000 GVW ment ATION): Veight) dump t B GVW dump urs daily, four ion materials, nfrastructure t in Durham Pul zed as the fror erial spreader rs during the c ies of the inter ernational/Nav	DEF truck with to five wo aggregat upgrades blic Work nt line de s, these wo challening rnal fleet,	PARTMENT a sand/salt splead nat are on a 10 yea orkdays per week tes, debrs, and oth tes, debrs, and oth tes, debrs, and loc 0 fense for snow an vehicles efficiently g winter months. I Durham Public V	Public Works er, side wing and front ar replacement cycle. T Their design and carry ner essential supplies t is, and landscaping pro Control Program. Durin d ice control on 120 lai c clear pathways, ensui n cases where the dem Vorks supplements its o	- Operations plow. These front-line ying capacity o and from job ojects. g multifaceted ne miles of ring safe and nands of snow efforts by
DESCRIPTION (TO INCLUDE JUSTIFIC         Purchase of a 35,000 LB GVW (Gross Vehicle V         Durham Public Works has a fleet of six 35,000 L         pieces of equipment are operated up to eight how         make them well-suited for transporting construct         sites to facilitate activities such as road repairs, it         Furthermore, these trucks assume a crutial role         winter weather events, these vehicles are mobilit         Town roads. Equipped with snow plows and mat         accessible roadways for residents and commute         and ice removal operations surpass the capabilit         enlisting the support of qualified contractors.         Vehicle to be Replaced:       Truck H-5, 2016 Inte         ESTIMATED COST       PURCHASE PRICE         ACCESSORIES*       LESS TRADE-IN**	ATION): Veight) dump t B GVW dump urs daily, four ion materials, nfrastructure t in Durham Pul zed as the fror erial spreader rs during the c ies of the inter ernational/Nav	truck with to five wo aggregat upgrades blic Work nt line de s, these challening rnal fleet,	a sand/salt splead nat are on a 10 ye orkdays per week es, debrs, and oth to utility installation (se' Snow and Ice ( fense for snow and vehicles efficiently g winter months. I Durham Public V	er, side wing and front ar replacement cycle. T Their design and carry her essential supplies t is, and landscaping pro Control Program. Durin d ice control on 120 lar c clear pathways, ensur n cases where the dem Vorks supplements its d	plow. Fhese front-line ying capacity o and from job ojects. g multifaceted ne miles of ring safe and nands of snow efforts by
Purchase of a 35,000 LB GVW (Gross Vehicle V Durham Public Works has a fleet of six 35,000 L pieces of equipment are operated up to eight hot make them well-suited for transporting construct sites to facilitate activities such as road repairs, i Furthermore, these trucks assume a crutial role winter weather events, these vehicles are mobili Town roads. Equipped with snow plows and mat accessible roadways for residents and commute and ice removal operations surpass the capabilit enlisting the support of qualified contractors. Vehicle to be Replaced: Truck H-5, 2016 Inte <b>ESTIMATED COST</b> PURCHASE PRICE ACCESSORIES* LESS TRADE-IN**	Veight) dump t B GVW dump urs daily, four ion materials, nfrastructure u in Durham Pul zed as the fror erial spreader rs during the c ies of the inter ernational/Nav	truck with trucks th to five wo aggregat upgrades blic Work nt line de s, these challening rnal fleet,	a sand/salt splead bat are on a 10 yea orkdays per week. ses, debrs, and oth a, utility installation (ses' Snow and Ice C fense for snow an vehicles efficiently g winter months. I Durham Public V	er, side wing and front ar replacement cycle. T Their design and carry her essential supplies t is, and landscaping pro Control Program. Durin d ice control on 120 lan c clear pathways, ensui n cases where the derr Vorks supplements its o	plow. These front-line ying capacity o and from job ojects. g multifaceted ne miles of ring safe and nands of snow efforts by
Purchase of a 35,000 LB GVW (Gross Vehicle V Durham Public Works has a fleet of six 35,000 L pieces of equipment are operated up to eight how make them well-suited for transporting construct sites to facilitate activities such as road repairs, i Furthermore, these trucks assume a crutial role winter weather events, these vehicles are mobilit Town roads. Equipped with snow plows and mat accessible roadways for residents and commute and ice removal operations surpass the capabilit enlisting the support of qualified contractors. Vehicle to be Replaced: Truck H-5, 2016 Inte <b>ESTIMATED COST</b> PURCHASE PRICE ACCESSORIES* LESS TRADE-IN**	Veight) dump t B GVW dump urs daily, four ion materials, nfrastructure t in Durham Pul zed as the fror erial spreader rs during the c ies of the inter ernational/Nav	truck with trucks th to five wo aggregat upgrades blic Work nt line de s, these w challening rnal fleet,	a sand/salt splead nat are on a 10 ye orkdays per week. tes, debrs, and oth tes, utility installation (s' Snow and Ice 0 fense for snow an vehicles efficiently g winter months. I Durham Public V	er, side wing and front ar replacement cycle. T Their design and carry her essential supplies t is, and landscaping pro Control Program. Durin d ice control on 120 lar c clear pathways, ensu n cases where the dem Vorks supplements its o	plow. Fhese front-line ying capacity o and from job ojects. g multifaceted ne miles of ring safe and nands of snow efforts by
Durham Public Works has a fleet of six 35,000 L pieces of equipment are operated up to eight how make them well-suited for transporting construct sites to facilitate activities such as road repairs, is Furthermore, these trucks assume a crutial role winter weather events, these vehicles are mobiliz Town roads. Equipped with snow plows and mat accessible roadways for residents and commute and ice removal operations surpass the capabilit enlisting the support of qualified contractors. Vehicle to be Replaced: Truck H-5, 2016 Inte <b>ESTIMATED COST</b> <b>PURCHASE PRICE</b> ACCESSORIES* LESS TRADE-IN**	B GVW dump Ins daily, four ion materials, infrastructure i in Durham Pul zed as the fror erial spreader rs during the c ies of the inter ernational/Nav	truck with to five we aggregat upgrades blic Work nt line de s, these challening rnal fleet,	a sand/salt spread nat are on a 10 ye orkdays per week. es, debrs, and oth , utility installation (s' Snow and Ice 0 fense for snow and vehicles efficiently g winter months. I Durham Public V	er, side wing and front ar replacement cycle. T Their design and carry er essential supplies t is, and landscaping pro Control Program. Durin d ice control on 120 lan c clear pathways, ensur n cases where the derr Vorks supplements its o	plow. Fhese front-line ying capacity o and from job ojects. g multifaceted ne miles of ring safe and hands of snow efforts by
Durham Public Works has a fleet of six 35,000 L pieces of equipment are operated up to eight how make them well-suited for transporting construct sites to facilitate activities such as road repairs, i Furthermore, these trucks assume a crutial role winter weather events, these vehicles are mobilit Town roads. Equipped with snow plows and mat accessible roadways for residents and commute and ice removal operations surpass the capabilit enlisting the support of qualified contractors. Vehicle to be Replaced: Truck H-5, 2016 Inte <b>ESTIMATED COST</b> <b>PURCHASE PRICE</b> ACCESSORIES* LESS TRADE-IN**	B GVW dump urs daily, four ion materials, infrastructure i in Durham Pul zed as the fror erial spreader rs during the c ies of the inter ernational/Nav	trucks th to five wo aggregat upgrades blic Work nt line de s, these challening rnal fleet,	hat are on a 10 yea orkdays per week. es, debrs, and oth a, utility installation (s' Snow and Ice 0 fense for snow an vehicles efficiently g winter months. I Durham Public V	ar replacement cycle. Their design and carry ner essential supplies t is, and landscaping pro Control Program. Durin d ice control on 120 lan clear pathways, ensu n cases where the derr Vorks supplements its o	These front-line ying capacity o and from job ojects. g multifaceted ne miles of ring safe and nands of snow efforts by
Durham Public Works has a fleet of six 35,000 L pieces of equipment are operated up to eight how make them well-suited for transporting construct sites to facilitate activities such as road repairs, i Furthermore, these trucks assume a crutial role winter weather events, these vehicles are mobilit Town roads. Equipped with snow plows and mat accessible roadways for residents and commute and ice removal operations surpass the capabilit enlisting the support of qualified contractors. Vehicle to be Replaced: Truck H-5, 2016 Inte <b>ESTIMATED COST</b> <b>PURCHASE PRICE</b> ACCESSORIES* LESS TRADE-IN**	B GVW dump urs daily, four ion materials, nfrastructure of in Durham Pul zed as the fror erial spreader rs during the c ies of the inter ernational/Nav	trucks th to five wo aggregat upgrades blic Work nt line de s, these v challening rnal fleet,	hat are on a 10 ye orkdays per week, tes, debrs, and oth t, utility installation (s' Snow and Ice ( fense for snow and vehicles efficiently g winter months. I Durham Public V	ar replacement cycle. T Their design and carry her essential supplies t is, and landscaping pro Control Program. Durin d ice control on 120 lan c clear pathways, ensui n cases where the dem Vorks supplements its o	These front-line ying capacity o and from job ojects. g multifaceted ne miles of ring safe and nands of snow efforts by
Furthermore, these trucks assume a crutial role winter weather events, these vehicles are mobili Town roads. Equipped with snow plows and mat accessible roadways for residents and commute and ice removal operations surpass the capabilit enlisting the support of qualified contractors. Vehicle to be Replaced: Truck H-5, 2016 Inte ESTIMATED COST PURCHASE PRICE ACCESSORIES* LESS TRADE-IN**	in Durham Pul zed as the fror erial spreader rs during the c ies of the inter ernational/Nav	blic Work nt line de s, these challening rnal fleet, istar	s' Snow and Ice ( fense for snow an vehicles efficiently g winter months. I Durham Public V	Control Program. Durin d ice control on 120 lar clear pathways, ensur n cases where the derr Vorks supplements its c	g multifaceted ne miles of ring safe and nands of snow efforts by
Vehicle to be Replaced: Truck H-5, 2016 Inte ESTIMATED COST PURCHASE PRICE ACCESSORIES* LESS TRADE-IN**	ernational/Nav	istar		e e e e e e e e e e e e e e e e e e e	•
Vehicle to be Replaced: Truck H-5, 2016 Inte ESTIMATED COST PURCHASE PRICE ACCESSORIES* LESS TRADE-IN**	ernational/Nav	ristar	алан К		
Vehicle to be Replaced: Truck H-5, 2016 Inte ESTIMATED COST PURCHASE PRICE ACCESSORIES* LESS TRADE-IN**	ernational/Nav	ristar			
ESTIMATED COST PURCHASE PRICE ACCESSORIES* LESS TRADE-IN**					
ACCESSORIES* LESS TRADE-IN**		\$	137.530		
LESS TRADE-IN**		\$	125.770		
		\$	(10,000)		•
NET PURCHASI		 \$	253 300		
*Accessories inclu	de liahtina, n	lows ra	dios misc equir	oment	
FINANCING OPERATING BUDG	ET	\$	-		
UNH - CASH	· _ ·	\$	_	•	• •
BOND - TOWN POL		Ψ ¢	253 300	a de la companya de l	·
EEDERAL/STATE	RANT	Ψ ¢	233,300		· ·
		¢	-		
		<u> </u>	253 300		
IF BONDED: NUMBER OF YEAR	RS COOLO	Ψ	5		· · · · · · · · · · · · · · · · · · ·
		¢	253 300		
	- (בפדיה)	. Ф	200,000		
IOTAL INTEREST		¢	20,900		

PROJECT YEAR	2029	VEH	ICLE COST	\$266,000
DESCRIPTION	Dump Truck 35,000 GVW Replacement	DEP	ARTMENT	Public Works - Operations
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):		· · · · ·	
Purchase of a 35,000 LB (	GVW (Gross Vehicle Weight) dump truc	ck with s	and/salt spreader	, side wing and front plow.
Durham Public Works has pieces of equipment are o make them well-suited for sites to facilitate activities	a fleet of six 35,000 LB GVW dump truperated up to eight hours daily, four to f transporting construction materials, age such as road repairs, infrastructure upg	ucks that five work gregates jrades, u	are on a 10 year days per week. T , debrs, and othe tility installations,	replacement cycle. These front-line heir design and carrying capacity r essential supplies to and from job and landscaping projects.
Furthermore, these trucks winter weather events, the roads. Equipped with snov accessible roadways for re and ice removal operation enlisting the support of qu	assume a crutial role in Durham Public ese vehicles are mobilized as the front li w plows and material spreaders, these vesidents and commuters during the cha is surpass the capabilities of the interna alified contractors.	: Works' ine defer vehicles llening w I fleet, D	Snow and Ice Co nse for snow and i efficiently clear pa inter months. In c urham Public Wo	ntrol Program. During multifaceted ice control on 120 lane miles of Town athways, ensuring safe and cases where the demands of snow rks supplements its efforts by
Vehicle to be Replaced:	Truck H-6, 2019 International/Navist	ar	•	
ESTIMATED COST	PURCHASE PRICE	\$	143,900	
	ACCESSORIES*	\$	132.100	
	LESS TRADE-IN**	\$	(10.000)	
	NET PURCHASE PRICE	\$	266.000	
	*Accessories include lighting, ploy	ws, radi	os, misc. equipn	nent.
FINANCING	OPERATING BUDGET	\$	-	
	UNH - CASH	\$	-	
	BOND - TOWN PORTION	\$	266,000	
	FEDERAL/STATE GRANT	\$		
	CAPITAL RESERVE ACCOUNT	\$	-	
	TOTAL FINANCING COSTS	\$	266,000	
IF BONDED:	NUMBER OF YEARS		5	
	TOTAL PRINCIPAL	\$	266,000	
	TOTAL INTEREST (EST'D)	\$	28,100	3 
	TOTAL PROJECT COST	\$	294,100	
		<u>:</u> }-		

67

PROJECT YEAR	2032	VEHICLE COST	\$279,300
DECODIDITIÓN	Dump Truck 35,000 GVW		n ga an
DESCRIPTION	kepiacement	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO IN	CLUDE JUSTIFICATION):		
Purchase of a 35,000 LB (	GVW (Gross Vehicle Weight) dump tru	ck with sand/salt spreader, s	side wing and front plow.
Durham Public Works has	a fleet of six 35,000 LB GVW dump tru	ucks that are on a 10 year re	eplacement cycle. These front-line
pieces of equipment are o make them well-suited for	perated up to eight hours daily, four to transporting construction materials, and	five workdays per week. The areastes debrs, and other a	eir design and carrying capacity
sites to facilitate activities	such as road repairs, infrastructure up	grades, utility installations, a	and landscaping projects.
winter weather events, the	assume a crutial role in Durnam Public se vehicles are mobilized as the front l	c Works' Snow and Ice Cont line defense for snow and ic	trol Program. During multitaceted
roads. Equipped with snow	v plows and material spreaders, these	vehicles efficiently clear pat	thways, ensuring safe and
accessible roadways for re	esidents and commuters during the cha	allening winter months. In ca	ases where the demands of snow
enlisting the support of gu	s surpass the capabilities of the interna alified contractors.	al fleet, Durham Public Work	ks supplements its efforts by
		1	
Vehicle to be Replaced:	Truck H-7, 2019 International/Navis	tar	
FOTULATED OOOT			
ESTIMATED COST		\$ 150,500	
		\$ 138,800	
	LESS TRADE-IN**	<u>\$ (10,000)</u>	
	NET PURCHASE PRICE	\$ 279,300	
	Accessories include lighting, plo	ws, radios, misc. equipme	ent.
FINANCING	OPERATING BUDGET	· \$	
		\$ -	
•	BOND - TOWN PORTION	\$ 279,300	
		\$-	
		\$ -	
		<u>م ۲</u> ۶,300	
		5	
		⇒ ∠19,300	
		\$ 31,200	
<u>,</u>		φ 310,000	~ v=9
•			

Description         Department         Department         Public Works - Operations           Department Initiative         Department Initiative         Department Initiative         Department Initiative           Meadury Road Response         5346 of the provide the provid	PROJECT YEAR	2024	PROJECT COST		\$2,286,0	000
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.) Department Initiative DDESCRIPTION (TO INCLUDE JUSTIFICATION) Madbury Road is approximately 6,500 feet in length and serves as a major arterial readway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The randway was transferred to Toon ownership from the State of New Hampshire when Route 4 was upgraded many years ago. The roadway was last paved in 2009 at which time it received an overlay treatment. Currently the roadway is in poor condition with significant pavement raveling, disting, and the anaurt of 31, 142,488.00 (b VHB Engineering for pomper and AD non-completant and curb reveals in thind and an alligitar random grant Currently the roadway was last paved in 2009 at stage project team has taken a "Complete Structures and driange pipeline in a deteriorated avoid in the reconstruction of Matchury Road Stage project team has taken a "Complete Structures and driange pipeline in a deteriorated avoid in the anount of 31, 142, 488.00 (b VHB Engineering to provide design engineering services for the reconstruction of public mechannet componen the been developed to ensure all stateholders' and environmentally conscluous construction terminates where possible, and non-potentiate and the possible composition in the state updated design concept with project stateholders. Project components in: D202 and is and tooland meeting on the September/October timeframe to share updated design concept with project stateholders. Project components in: D202 and is and vary of all S ¹ Story Matchander and to construction and the project stateholders. Project components in: D202 and is and vary of all states apper and participant and principal to advide the segnetic construction anticipated to reaching and project stateholders. Project components in: D202 and is and vary of all states the project is approach. Watch compares and the project stateholders. Project components in: D202 and is and vary devals, detretscape reconstruction. The project ba	DESCRIPTION	Madbury Road Roadway, Sidewalk, Drainage Streetscape Complete Streets Project - Construction	DEPARTMENT	Publi	c Works - Operatio	ns
Department Initiative DESCRIPTION (TO INCLUDE JUSTIFICATION) Madbury Road is approximately 6.500 feel in length and serves as a major arterial roadway in Durham with Avarage Daily Treffic exceeding 4.500 vehicles. The anadyay was transfered to Town conversible from the State of New Hampshire when Roule 4 was upgraded many years ago. The roadway was had paved in 2009 at which time it received an overlay treatment. Currently the roadway wis in poor condition with significant pavement traveling, disting. Statement, and base failure. The sideways and currently mays are ADA non-compliant and currently the roadway was had paved a statement of the second approved a design project team has taken a "Complete Structures and drianage pipeline in a detecicrate condition. On September 1304, 2021, the Town Council approved a design project team has taken a "Complete Structures and drianage pipeline in a detecicrate condition. On September 1304, 2021, the Town Council approved a design project team has taken a "Complete Structures and drianage pipeline in a detecicrate condition. The reconstruction of Madbury Road. The Madbury Road. The developed to ensure all atschedder's perspectives are considered with the design and all sociations and provide design approach and incorporate date the construction of public firststructures, incorporating flow impact developed to ensure all atschedder's perspectives are considered with the design and incorporate there possible. The project team has developed a GIS 'Story Mag' using interactive maps to addit in design and incorporate date where possible. The project team data developed to ensure all atschedder's perspectives are considered with the design and incorporate date date and there are date design and advence and there possible. The project team data developed a GIS 'Story Mag' using interactive maps to addit free design and botted to advence there and incorporate date date where possible. The project team has developed to advence there and there aread team buible to advence there ad	IMPETUS FOR PROJECT	(IE. MANDATED, COUNCIL GOAL, DEPT	INITIATIVE, ETC.)			
Madbury Road is approximately 6,500 feet in length and serves as a major atterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was transferred to Town ownership from the State of New Hampshire when Route 4 was upgrated many years ago. The roadway was tast paved in 2009 at which the net revealer and vote and overlap the roadway is in poor condition with significant pavement raveling, delemination. (nonfuluidinal and aligned roadway in the networks and with a frainage structures and drianage project is non-existent to ron-existent in the answer of structures and drianage provide design engineering services for the reconstruction of Madbury Road. The Madbury Road charge structures and drianage provide design engineering and construction etchniques and materials. A house have possible, the project design project data materials. A house public infrastructure, incorporating low impact development to compare a sustainable environmental approvad to ensure all stateholder's perspectives are considered within the design and materials. A house public intrastructure, incorporating low impact development development development development development intel approvers to construction of public intrastructure, incorporating low impact and driange system reconstruction, were table public intrastructure, incorporating on the pavenen, stored and exercise and with most and accession metal project advant and replacement, storemate related and through the project design concepts with project stackings and accessing of the space public and state and cover storemate analy through 2025. The first flame which mick and sever collection system rebabilition and replacement, storemater analy through 2025. The first flame which mick and sever foreigned to the state a cover developed a lat "Soor Madbury Road State with in dicking pave which mick and sever flame and replacement, storemater analy through 2025. The first flame developed in the advantage state material proves a	Department Initiative					· .
Madbury Road is approximately 8,500 feet in length and serves as a major anterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The cadway was transferred to Town covnership from the State of New Hampshie when Route 4 was upgraded many years ago. The roadway was last paved in 2009 at which their freedeed an overlay treatment. Currently the roadway is in poor condition with significant pavement raveling, detainitiation, longitudinal and aligitar transden, utility, activationed to coverlay treatment. Currently the roadway is in poor condition with significant pavement raveling, cleanination, longitudinal and aligitar transden, utility, activation and the and utility of 14,288.00. 00 t-HB Engineeting to provide design reported team has taken a "Complete Steets" approach, which includes evaluating and constructing multi-modal transportation improvements where possible, infrastructure, incorporating low impact developed to an ensure all stakeholders. The design will associate a considered within the design and isocorporate where possible. The project team has taken a "Complete Steets" approach, which includes evaluating and construction of public infrastructure, incorporating low impact developed to an ensure state and the design and isocorporate where possible. The project team has developed a GIS "Story Mag" using interactive maps to solici feedback and hoteled public information meeting in the September FOCObot trensframe to environmentally conscience on struction and replacement and roadway, diseuscipant econstruction, water distribution system and sever collecton system rehabilitation and replacement and roadway is advank, stretscape work house the project has been accessful in receiving Status and readoway. The project has been accessful in receiving Status and readoway is developed to an environmental specification system and sever collection system rehabilitation and replacement and roadway disting paysing and user and an explored collex transformation meeting in the specific perostr	DESCRIPTION (TO INCL	UDE JUSTIFICATION)				
Madbury Road is approximately 6.500 feet in length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4.500 vehicles. The  roadway was traffered to Tow overship from the State of New Hampshire when Route 4 was upgraded many years ago. The roadway was last pawel in 2009 at  which time I received an overlay treatment. Currently the roadway is in poor condition with significant pervenent ravels, claimination, longitudinal and alignator  roading, utility, assertiment, and bese failure. The selective and drainage pipeline in a deteriorated condition. On September 13th, 2021, the Town Council approved a  design project team has taken a "Complete Streets" approach, which includes evaluating and constructing multi-more materias. A robust public  infrastructure, incorporating how impact development stormwater features, and environmental is considual transportation of madoury Road. The Madoury Road  hanning and addrefs and abloyed as commodations. The design will be isonicule a sub-isonical transportation of public  infrastructure, incorporating Mare metasica. A robust public  infrastructure, incorporating Mare metasica. A robust public  infrastructure, incorporating Mare present and attrahese of the segment evolument all stankahold expressions. The project  team has developed a ISI "Story Mag" using interactive maps to solicit feedback and hosted public information metages numeration. Project document  and readway, storewasce ecconstruction. The project has been divided in of separate segments, drainage/streets. Project  construction timeline includes four separate and principal forg/weness to positic free dataset  and readway. Storewasce present continues to aggressively pursue grant and principal forg/weness opportuniam and has been successful in receiving \$800,001  in Spring  2024. The Public Works Department continues to aggressively pursue grant and principal forg/weness opportuniam thas been successful in receiving \$800,001  in Spring  2024. The Public Works Department continues						
Madbury Reed is approximately 6,500 feet in length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was itrafferred to Town ownership from the State of New Hampshire when Route 4 was upgraded many years ago. The roadway was last paved in 2009 at which time it received an ovelaty treatment. Current teatment, construction with significant pavement raveling, delamination, longitudinal and aligator transders, jutting. settlement, and base failure. The sidewakis and curb raves pare ADA non-compilant and curb reveals is minimal or non-existent in some areas. The indusing system must atken a "Complete Streets" sproach, which includes sevalationals environed a contract award in the amount of \$1,142,980.0 to VHB Engineering to provide design engineering services for the reconstruction of Madbury Road. The Madbury Road infestituture, incorporating low impact developments where sponsible, includes a sustainable environmental approach to construction of public involvement component has been developed to ensure all stakeholder's perspectives are considered within the design and incorporated where possible. The project and roadway, sidewalk, stretscape reconstruction, water sustainable environmental approach bo construction and roadway, sidewalk, stretscape reconstruction. The project has been divided into 3 separate phases annually through 2025. The fright has which induces the reconstruction anticipacement, and readway, sidewalk, stretscape reconstruction, water and sever collection system rehabilition and replacement, stretscape, water, and sever. The project construction timeline induces four separate phases annually through 2025. The fright has evaluated in September 2022 with construction anticipacement and roadway, sidewalk, stretscape reconstruction, water suggerssively pursue grant and rinduces the reconstruction anticipace to construction the set approach which see successful in receiving \$800,000 in American Placement, stretscape anabily t	· · ·	A				
ESTIMATED COSTS: PRELIMINARY STUDY, DESIGN AND ENGINEERING \$ - FINAL DESIGN AND ENGINEERING \$ - FINAL DESIGN AND ENGINEERING VERSIGHT \$ - CONSTRUCTION ENGINEERING OVERSIGHT \$ - CONSTRUCTION COSTS \$ 2,286,000 CONTINGENCY \$ - TOTAL PROJECT COST \$ 2,286,000 FINANCING OPERATING BUDGET \$ - UNH - CASH \$ - BOND - TOWN PORTION \$ 2,286,000 UNH PORTION \$ 2,286,000 UNH PORTION \$ - FEDERAL/STATE GRANT \$ - CAPITAL RESERVE ACCOUNT \$ - TOTAL FINANCING COSTS \$ 2,286,000 IF BONDED: NUMBER OF YEARS 20 TOTAL PRINCIPAL \$ 2,286,000 TOTAL PRINCIPAL \$ 2,286,000 TOTAL INTEREST \$ 1,013,000 TOTAL INTEREST \$ 1,013,000 TOTAL INTEREST \$ 1,013,000	cracking, rutting, settlement, and drainage system is undersized wi contract award in the amount of 3 design project team has taken a including traffic calming and pede infrastructure, incorporating low ir involvement component has bee team has developed a GIS "Story planning an additional meeting in rehabilitation and replacement, st and roadway, sidewalk, streetsca construction timeline includes fou Road culvert and a rehabilitation 2024. The Public Works Departrr American Rescue Plan Act (ARP annually through Fiscal Year 202	base failure. The sidewalks and curb ramps are ADA no th drainage structures and drainage pipeline in a deterio 61,142,898.00 to VHB Engineering to provide design er "Complete Streets" approach, which includes evaluating strian and bicycle accommodations. The design will also mpact development stormwater features, and environmen n developed to ensure all stakeholder's perspectives ary Map" using interactive maps to solicit feedback and ho the September/October timeframe to share updated de tormwater and drainage system reconstruction, water di- pe reconstruction. The project has been divided into 3 s in separate phases annually through 2026. The first pha- of the Littlehale Creek over Madbury Road culvert will br ent continues to aggressively pursue grant and principa (A) Funding and principal forgiveness thus far through th 6 will provide the necessary funding to design and cons	on-compliant and curb reveal orated condition. On Septem gineering services for the re- g and constructing multi-moo o include a sustainable envir- entially conscious construction re-considered within the desi- sisted public information mee- sign concepts with project s- stribution system and sewer separate segments, drainage- se which includes the recons- e awarded in September 20, al forgiveness opportunism a use State Revolving Loan Fur- truct the Madbury Road Cor-	I is minimal or n ber 13th, 2021, construction of dal transportatic onmental appro- n techniques ar gn and incorpor tings on June 1: takeholders. Pro- collection syste s/streetscape, w struction of the L 23 with construc- ind has been su ad Program. This nplete Streets P	on-existent in some a the Town Council and Madbury Road. The on improvements who bach to construction of dimaterials. A robus rated where possible of the the the the the stimulation and provide the the the the the the mission and sever. The ittlehale Creek over the the the the the the coessful in receiving e proposed funding r project.	areas. The pproved a Madbury Road ere possible, of public st public . The project 2022 and is clude culvert replacement e project Edgewood egin in Spring \$800,000 in requests
ESTIMATED COSTS: PRELIMINARY STUDY, DESIGN AND ENGINEERING \$ FINAL DESIGN AND ENGINEERING \$ FINAL DESIGN AND ENGINEERING \$ CONSTRUCTION ENGINEERING OVERSIGHT \$ CONSTRUCTION COSTS \$ 2,286,000 CONTINGENCY \$ TOTAL PROJECT COST \$ 2,286,000 UNH - CASH BOND - TOWN PORTION \$ 2,286,000 UNH PORTION \$ FEDERAL/STATE GRANT \$ CAPITAL RESERVE ACCOUNT \$ TOTAL FINANCING COSTS \$ 2,286,000 IF BONDED: NUMBER OF YEARS 20 TOTAL PRINCIPAL TOTAL ESTIMATED COST \$ 2,286,000 TOTAL INTEREST \$ CONSTRUCTION \$ 1,013,000 TOTAL INTEREST \$ CAPITAL RESEMPTION \$ CONSTRUCTION \$ CONSTRUCTION \$ CONSTRUCTION \$ CONSTRUCTION \$ CONSTRUCTION \$ CAPITAL RESEMPTION \$ CAPITAL RESEMPTION \$ CAPITAL PRINCIPAL CAPITAL S CAPITAL PRINCIPAL CAPITAL PRINCIPAL CAPITAL S CAPITAL PRINCIPAL CAPITAL PRINCIPAL CAPITAL S CAPITAL PRINCIPAL CAPITAL P			·		· · · · · · · · · · · · · · · · · · ·	2
FINAL DESIGN AND ENGINEERING       \$       -         CONSTRUCTION ENGINEERING OVERSIGHT       \$       -         CONSTRUCTION COSTS       \$       2,286,000         CONTINGENCY       \$       -         TOTAL PROJECT COST       \$       2,286,000         FINANCING       OPERATING BUDGET       \$       -         UNH - CASH       \$       -         BOND - TOWN PORTION       \$       2,286,000         UNH PORTION       \$       2,286,000         INH PORTION       \$       -         FEDERAL/STATE GRANT       \$       -         CAPITAL RESERVE ACCOUNT       \$       -         TOTAL FINANCING COSTS       \$       2,286,000         IF BONDED:       NUMBER OF YEARS       20         TOTAL PRINCIPAL       \$       2,286,000         TOTAL INTEREST       \$       1,013,000         TOTAL ESTIMATED COST       \$       2,286,000	ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGINI	EERING	-		
CONSTRUCTION ENGINEERING OVERSIGHT \$ CONSTRUCTION COSTS \$ 2,286,000 CONTINGENCY \$ TOTAL PROJECT COST \$ 2,286,000 FINANCING OPERATING BUDGET \$ UNH - CASH \$ BOND - TOWN PORTION \$ 2,286,000 UNH PORTION \$ 2,286,000 UNH PORTION \$		FINAL DESIGN AND ENGINEERING	\$	; -		
CONSTRUCTION COSTS       \$ 2,286,000         CONTINGENCY       \$ -         TOTAL PROJECT COST       \$ 2,286,000         FINANCING       OPERATING BUDGET       \$ -         UNH - CASH       \$ -         BOND - TOWN PORTION       \$ 2,286,000         UNH PORTION       \$ 2,286,000         FEDERAL/STATE GRANT       \$ -         CAPITAL RESERVE ACCOUNT       \$ -         TOTAL FINANCING COSTS       \$ 2,286,000         IF BONDED:       NUMBER OF YEARS       20         TOTAL PRINCIPAL       \$ 2,286,000         TOTAL INTEREST       \$ 1,013,000         TOTAL ESTIMATED COST       \$ 2,000			T S	<b>.</b>		
CONTINGENCY       \$       -         TOTAL PROJECT COST       \$       2,286,000         FINANCING       OPERATING BUDGET       \$       -         UNH - CASH       \$       -         BOND - TOWN PORTION       \$       2,286,000         UNH PORTION       \$       2,286,000         UNH PORTION       \$       -         FEDERAL/STATE GRANT       \$       -         CAPITAL RESERVE ACCOUNT       \$       -         TOTAL FINANCING COSTS       \$       2,286,000         IF BONDED:       NUMBER OF YEARS       20         TOTAL PRINCIPAL       \$       2,286,000         TOTAL INTEREST       \$       1,013,000         TOTAL ESTIMATED COST       \$       2,000			4	2,286,000		
FINANCING       OPERATING BUDGET       \$ 2,286,000         UNH - CASH       \$ -         BOND - TOWN PORTION       \$ 2,286,000         UNH PORTION       \$ 2,286,000         UNH PORTION       \$ 2,286,000         IN PORTION       \$ 2,286,000         IN PORTION       \$ 2,286,000         IN PORTION       \$ -         FEDERAL/STATE GRANT       \$ -         CAPITAL RESERVE ACCOUNT       \$ -         TOTAL FINANCING COSTS       \$ 2,286,000         IF BONDED:       NUMBER OF YEARS       20         TOTAL PRINCIPAL       \$ 2,286,000         TOTAL INTEREST       \$ 1,013,000         TOTAL ESTIMATED COST       \$ 2,000	:				. "	
UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS IF BONDED: NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST TOTAL ESTIMATED COST TOTAL ESTIMATED COST S 2,286,000 COST S 2,286,000 S 2,286,000	FINANCING			2,286,000		
BOND - TOWN PORTION \$ 2,286,000 UNH PORTION \$ - FEDERAL/STATE GRANT \$ - CAPITAL RESERVE ACCOUNT \$ - TOTAL FINANCING COSTS \$ 2,286,000 IF BONDED: NUMBER OF YEARS 20 TOTAL PRINCIPAL \$ 2,286,000 TOTAL INTEREST \$ 1,013,000 TOTAL INTEREST \$ 1,013,000				) -		
IF BONDED: NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST TOTAL INTEREST TOTAL ESTIMATED COST					• •	
FEDERAL/STATE GRANT     \$       CAPITAL RESERVE ACCOUNT     \$       TOTAL FINANCING COSTS     \$       1F BONDED:     NUMBER OF YEARS       TOTAL PRINCIPAL     \$       TOTAL INTEREST     \$       1,013,000       TOTAL ESTIMATED COST	· ·			≥,∠86,000		
CAPITAL RESERVE ACCOUNT     \$       TOTAL FINANCING COSTS     \$       1F BONDED:     NUMBER OF YEARS       TOTAL PRINCIPAL     \$       TOTAL INTEREST     \$       TOTAL ESTIMATED COST     \$	100			р ·	•	
TOTAL FINANCING COSTS     \$     2,286,000       IF BONDED:     NUMBER OF YEARS     20       TOTAL PRINCIPAL     \$     2,286,000       TOTAL INTEREST     \$     1,013,000       TOTAL ESTIMATED COST     \$     2,200,000				P -		
IF BONDED: NUMBER OF YEARS 20 TOTAL PRINCIPAL \$ 2,286,000 TOTAL INTEREST \$ 1,013,000 TOTAL ESTIMATED COST \$ 2,200,000		TOTAL FINANCING COSTS	. <u>-</u>	 	•	
TOTAL PRINCIPAL     \$ 2,286,000       TOTAL INTEREST     \$ 1,013,000       TOTAL ESTIMATED COST     \$ 2,000,000	IF BONDED:	NUMBER OF YEARS		20		
TOTAL INTEREST \$ 1,013,000 TOTAL ESTIMATED COST \$ 2,000,000				20 000		
		TOTAL INTEREST		¢ 2,200,000	•	
		TOTAL ESTIMATED COST		\$ 3,013,000 \$ 3,200,000	-	



	2025	PROJECT COST	\$2,298,00	00
ESCRIPTION	Madbury Road Roadway, Sidewalk, Drainage Streetscape Complete Streets Project - Construction	DEPARTMENT	Public Works - Operation	s
MPETUS FOR PROJEC	T (IE. MANDATED, COUNCIL GOAL, D	EPT INITIATIVE, ETC.	)	. <u>-</u>
epartment Initiative				
DESCRIPTION (TO INCL	UDE JUSTIFICATION)			
	· · · · · · · · · · · · · · · · · · ·			
Tracking, rutting, settlement, and he drainage system is undersiz pproved a contract award in the he Madbury Road design proje nprovements where possible, in pproach to construction of publ achniques and materials. A rot ind incorporated where possible neetings on June 15th and Octor project stakeholders. Project con und sever collection system reh regulate the accorpting of the second	I base failure. The sidewalks and curb ramps are A ed with drainage structures and drainage pipeline i e amount of \$1,142,898.00 to VHB Engineering to ict team has taken a "Complete Streets" approach, ncluding traffic calming and pedestrian and bicycle ic infrastructure, incorporating low impact developen oust public involvement component has been develo- b. The project team has developed a GIS "Story Ma ober 6th, 2022 and is planning an additional meetin mponents include culvert rehabilitation and replacen abilitation and replacement and roadway, sidewalk e, water, and sewer. The project construction timelin le littlebale Craek over Edgewood Poad culvert and	DA non-compliant and curb re in a deteriorated condition. Or provide design engineering so which includes evaluating an accommodations. The design ment stormwater features, and oped to ensure all stakeholde ap" using interactive maps to s g in the September/October ti ment, stormwater and drainag , streetscape reconstruction. The ne includes four separate phas d a rehabilitation of the Littlabilitation.	Art raveling, detamination, longitudina aveal is minimal or non-existent in so o September 13th, 2021, the Town C ervices for the reconstruction of Mad d constructing multi-modal transport will also include a sustainable envirce environmentally conscious construc r's perspectives are considered withit iolicit feedback and hosted public infor meframe to share updated design co e system reconstruction, water distril 'he project has been divided into 3 s ses annually through 2026. The first jie Creek over Madbury Road culver	al and alliga me areas. Jouncil bury Road. ation mmental tion in the desig ormation oncepts with bution syste eparate phase whic
warded in September 2023 wit irricipal forgiveness opportunis hrough the State Revolving Loz ind construct the Madbury Road	h construction anticipated to begin in Spring 2024. m and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project.	in American Rescue Plan Act annually through Fiscal Year 2	continues to aggressively pursue gra (ARPA) Funding and principal forgive 2026 will provide the necessary fundi	t will be ant and eness thus ng to desig
warded in September 2023 wit rincipal forgiveness opportunis nrough the State Revolving Loa Ind construct the Madbury Road	h construction anticipated to begin wood robad duvertain m and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project.	The Public Work Department in American Rescue Plan Act annually through Fiscal Year 2	continues to aggressively pursue gra continues to aggressively pursue gra (ARPA) Funding and principal forgive 2026 will provide the necessary fundi	t will be ant and eness thus ng to desig
warded in September 2023 wit rincipal forgiveness opportunis nrough the State Revolving Loa nd construct the Madbury Road	PRFLIMINARY STUDY, DESIGN AND EN	In Public Work Department in American Rescue Plan Act annually through Fiscal Year 2	(ARPA) Funding and principal forgive 2026 will provide the necessary fundi	t will be ant and eness thus ng to desig
warded in September 2023 wit rincipal forgiveness opportunis nrough the State Revolving Loa nd construct the Madbury Road	PRELIMINARY STUDY, DESIGN AND ENGINEERING	The Public Work Department in American Rescue Plan Act annually through Fiscal Year 2 NGINEERING \$	continues to aggressively pursue gra (ARPA) Funding and principal forgive 2026 will provide the necessary fundi	t will be ant and eness thus ng to desig
induces the reconstruction of an iwarded in September 2023 wit rincipal forgiveness opportunis rough the State Revolving Loa and construct the Madbury Road	PRELIMINARY STUDY, DESIGN AND ENGINEERING FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVER	The Public Work Department in American Rescue Plan Act annually through Fiscal Year 2 NGINEERING \$ SIGHT \$	continues to aggressively pursue gra (ARPA) Funding and principal forgive 2026 will provide the necessary fundi	t will be ant and eness thus ng to desig
induces the reconstruction of an iwarded in September 2023 wit incipal forgiveness opportunis nrough the State Revolving Loa ind construct the Madbury Roa <b>ESTIMATED COSTS:</b>	h construction anticipated to begin in Spring 2024. m and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERS CONSTRUCTION COSTS	NGINEERING \$ SIGHT \$	(ARPA) Funding and principal forgive 2026 will provide the necessary fundi - - 2.298.000	t will be ant and eness thus ng to desig
Example 2023 wit include of an average of the second of th	PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING CONSTRUCTION ENGINEERING CONSTRUCTION COSTS CONTINGENCY	NGINEERING \$ SIGHT \$ \$	(ARPA) Funding and principal forgive (ARPA) Funding and principal forgive 2026 will provide the necessary fundi - - 2,298,000	t will be ant and eness thus ng to desig
example a construction of an warded in September 2023 wit infincing forgiveness opportunis arough the State Revolving Loa nd construct the Madbury Road	PRELIMINARY STUDY, DESIGN AND EN In Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERS CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST	NGINEERING \$ SIGHT \$ SIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	2,298,000	t will be ant and eness thus ng to desig
ENDER STIP FECURATION OF AN warded in September 2023 wit rincipal forgiveness opportunis nrough the State Revolving Loa nd construct the Madbury Road	PRELIMINARY STUDY, DESIGN AND EN in and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERS CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET	NGINEERING \$ SIGHT \$ SIGHT \$ SSIGHT \$ S	continues to aggressively pursue gra (ARPA) Funding and principal forgive 2026 will provide the necessary fundi - - 2,298,000	t will be ant and eness thus ng to desig
FINANCING	PRELIMINARY STUDY, DESIGN AND EN in construction anticipated to begin in Spring 2024. Im and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERS CONSTRUCTION ENGINEERING OVERS CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH	NGINEERING \$ SIGHT \$ SIGHT \$ SSIGHT \$ S	continues to aggressively pursue gra (ARPA) Funding and principal forgive 2026 will provide the necessary fundi - - 2,298,000 - 2,298,000	t will be ant and eness thus ng to desig
Educes the reconstruction of an warded in September 2023 wit rincipal forgiveness opportunis arough the State Revolving Loa nd construct the Madbury Road ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND EN in and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERS CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION	NGINEERING \$ SIGHT \$ SIGHT \$ SIGHT \$ SIGHT \$ S SIGHT \$ S SIGHT \$ S S S S S S S S S S S S S S S S S S S	(ARPA) Funding and principal forgive (ARPA) Funding and principal forgive 2026 will provide the necessary fundi - - 2,298,000 - 2,298,000	t will be ant and eness thus ng to desi
FINANCING	PRELIMINARY STUDY, DESIGN AND EN in and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVER: CONSTRUCTION ENGINEERING OVER: CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION	NGINEERING \$ SIGHT \$ SIGHT \$ SIGHT \$ SSIGHT \$ SS	2,298,000 2,298,000	t will be ant and eness thus ng to desig
FINANCING	PRELIMINARY STUDY, DESIGN AND EN in construction anticipated to begin in Spring 2024. Im and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVER: CONSTRUCTION ENGINEERING OVER: CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT	NGINEERING \$ SIGHT \$ SIGHT \$ SSIGHT \$ S	<ul> <li>continues to aggressively pursue gra (ARPA) Funding and principal forgive 2026 will provide the necessary fundi</li> <li>-</li> <li>-<!--</td--><td>t will be ant and eness thus ng to desig</td></li></ul>	t will be ant and eness thus ng to desig
FINANCING	PRELIMINARY STUDY, DESIGN AND EN in construction anticipated to begin in Spring 2024. Im and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVER: CONSTRUCTION ENGINEERING OVER: CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	NGINEERING \$ SIGHT \$ SIGHT \$ SSIGHT \$ S	Continues to aggressively pursue gra     (ARPA) Funding and principal forgive 2026 will provide the necessary fundi    2,298,000  2,298,000  2,298,000  2,298,000  2,298,000	t will be ant and eness thus ng to desig
Example 2023 wit rincipal forgiveness opportunis nrough the State Revolving Loa nd construct the Madbury Roa ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND EN in construction anticipated to begin in Spring 2024. Im and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVER: CONSTRUCTION ENGINEERING OVER: CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	VGINEERING \$ SIGHT \$ SIGHT \$ SSIGHT \$ S	2,298,000 2,298,000 2,298,000 2,298,000 2,298,000 2,298,000 2,298,000 2,298,000 2,298,000 2,298,000	t will be ant and eness thus ng to desig
IF BONDED:	PRELIMINARY STUDY, DESIGN AND EN in construction anticipated to begin in Spring 2024. Im and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVER: CONSTRUCTION ENGINEERING OVER: CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	VGINEERING \$ SIGHT \$ SIGHT \$ S SIGHT \$ S S S S S S S S S S S S S S S S S S S	continues to aggressively pursue grace (ARPA) Funding and principal forgive 2026 will provide the necessary fundi	t will be ant and eness thus ng to desig
Industation of the feedback of	PRELIMINARY STUDY, DESIGN AND EN in construction anticipated to begin in Spring 2024. Im and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVER: CONSTRUCTION ENGINEERING OVER: CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	NGINEERING \$ SIGHT \$ SIGHT \$ Sight S	continues to aggressively pursue gravity (ARPA) Funding and principal forgive 2026 will provide the necessary fundi	t will be ant and eness thus ng to desig
Indust the reconstruction of an awarded in September 2023 wit inricipal forgiveness opportunis hrough the State Revolving Loz and construct the Madbury Roa- ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND EN in and has been successful in receiving \$800,000 i an Fund Program. The proposed funding requests d Complete Streets Project. PRELIMINARY STUDY, DESIGN AND EN FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVER: CONSTRUCTION ENGINEERING OVER: CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST	An on the Public Work Department in American Rescue Plan Act annually through Fiscal Year 2 NGINEERING \$ SIGHT \$ SIGHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 2,298,000 - 2,298,000 - 2,298,000 - 2,298,000 - 2,298,000 - 2,298,000 - 2,298,000 - 2,298,000 - 2,298,000 - 2,298,000 - - - 2,298,000 - - - - 2,298,000 - - - - - - - - - - - - -	t will be ant and eness thus ng to desi



Matury Roard Readings         Description           DESCRIPTION         Construction         DEPARTMENT         Public Works - Operations           IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)         Operations (Initiative)         Operations (Initiative)           DESCRIPTION (TO INCLUDE JUSTIFICATION)         Matury Road is approximately 6.00 feel in length and serves as a major anterial roadway in Duritam with Average Daily Traffic exceeding 4.500 vehicles. The academy was transferred to Town ownership from the State of New Hampshire where Route 4 visa upgraded many years ago. The roadway was transferred to Town ownership from the State of New Hampshire where Route 4 visa upgraded many years ago. The roadway was transferred to Town ownership from the State of New Hampshire where Route 4 visa upgraded nany years ago. The roadway was transferred to Town ownership there notes with a poor condition with significant reveneed raveling. Jean mount of 1, 142,880.00 to WHE Engineering to provide design angle-nering adverses of the reconstruction of Madbury Road approach to construction of public infrastructure, incorporating by impact development take and and construction of Madbury Road approach to construction of public infrastructure, incorporating by impact development take and adversed a consolidate design undicated as usalinable environmental volucion of Madbury Road and incorporated with the readverse development take accumateria and curve reveals in indexide a sustainable environmental volucion of Madbury and evelopment and undiverse or asile. The Adverse possible, Inducting traffic calining and pelestrian adversed a take infrastructure, incorporating by impact development take and and induces and unalign and adversed and a sustainable environmental volucion take develophysical take development action andinduces and unal	PROJECT YEAR	2026	PROJECT COST		\$2,257,0	000
Description         Department         Public Warks - Operations           IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.)         Imperuses a construction         Imperuses a construction           Department Initiative         Department Initiative         Department Initiative         Imperuses a construction           Madeury Road Is approximately 6.500 feet in length and serves as a major articlal roadway in Durham with Average Daily Traffe exceeding 4.500 vehicles. The tradway is the it received an overlay treatment. Currently the roadway is in poor condition with significant parement raveling, delamination, longitudinal and alligoat according, utility, settiment, and based situe? The side of tew Hampshire when Route 4 was upgraded many years ago. The roadway was tast paved in 2009 at which time it received an overlay treatment. Currently the roadway is in poor condition with significant parement raveling and development stamps are ADA non-compliant and our treaduly frequent award in the amount of \$1,142.980.00 to VHE Engineering to provide design engineering services for the reconstruction of the mapping and pedestrian and bicyde accommentations. The design will also include a sustainable environmental approach to construction of public infrastructure, incorporating tow impact development stormwater features, and environmentally conscious construction and public infrastructure, incorporating tow impact development stormwater issues at the stated of tew Phase and bicyde accommentations. The development stormwater destruction of Mathodiang and pedestrum and bicyde accommentation of the construction with the design and incorporating tow impact development stormwater and drainage system rehabilition and replacement, stormwater and drainage system in chabitation and replacoustructure mater at at dataded seign considered with	· ·	Madbury Road Roadway, Sidewalk, Drainage	· · · · · · · · · · · · · · · · · · ·			
IMPETUS FOR PROJECT (IE. MANDATED, COUNCIL GOAL, DEPT INITIATIVE, ETC.) Department Initiative DESCRIPTION (TO INCLUDE JUSTIFICATION) Mediumy Road is approximately 6,500 feat in length and serves as a major atterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was transferred to Town conversibly form the State of New Hampshire when Route 4 was upgraded many years ago. The madway was last paved in 2009 at which the it received an overlay treatment. Currently the roadway is in poor condition with significant pavement raveing, delamination, longitudinal and alligator racking, utility, settement, and best failure. The significant pavement raveing, delamination, longitudinal and alligator racking, utility, settement, and best development and bicyde accommodations. The settember 13h, 2021, the Town Council approved a contract stard in the amount of \$11, 42, 480.0 to VHE Engineering to provide design anglineering services for the reconstruction of Mathury Road rave possible. Including traffic caling and pedestrian and bicyde accommodations. The originate a sustainable environmental approach to construction of public infrastructure, incorporating low impact development stomwater features, and environmental properties there possible. The project team has developed a CIS 'Stoy Math' using interactive maps to solicit feadback and hosted public information meetings on June 16th and October time component has been developed to ensure all stakeholders. Perspectives are considered to a set as a table and event or econstruction of the separate phases annually through 2020. The first phase which modes the account system rehabilitation and replacement and andway, sidewalk, and mathy and developed a CIS 'Stoy Math' using interactive maps to solicit reductive trait and incorporated where possible. The project team has developed a CUS' The Public Work Department construction, the project team and sever collection system rehabilitation and replacement and andway, sidewalk, and and traitable of th	DESCRIPTION	Streetscape Complete Streets Project - Construction	DEPARTMENT		Public Works -	Operations
Department Initiative           DESCRIPTION (TO INCLUDE JUSTIFICATION)           Madbury Road is approximately 6,500 feet in length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was transferred to Town ownership from the State of New Hampshire when Route 4 was uppraded many years ago. The roadway was last paved in 2009 at which time in received an overlap water that the roadway was tant pave ment raveling, relationation, longitudinal and allgabor tracking, rutting, settlement, and base failure. The sidewalks and curb ramps are ADA non-compliant and curb reveal is indinization of the design and design project team has taken a "Complete Street" approach to constructing and constructing multi-modal transportation. The design wall addition. On September 131, 422, 489.00 to VHB Engineering to provide design engineering services for the reconstruction of Madbury Road. The Madbury Road design project team has taken. To complete Street® approach, to construction of multi-modal transportation on the infrastructure, incorporating low impact development somwater factures, and environmental y conscisus construction techniques and materials. A robust public involvement comportent has been developed to ensure all stakeholder's project has a hoted public information meetings on June 15th and October 6th, 2022 and Is planning an additional meeting in the September/October timefaitibution system considered within the design and discoparated where possible. Induding traffic Calming and pedacement and roadway, sidewalk, strestcape project has been divided into 3 separate segments, drinagedstrestcape, were, and eaver. The project oratis hardwalk in formation and replacement and roadway, sidewalk, strestcape project has been divided into 3 separate segments. drinagedstrestcape, were, and eaver. The project data hardwale bring broad bard barding for the september/October timefaitabilintoriton	IMPETUS FOR PROJEC	T (IE. MANDATED, COUNCIL GOAL,	DEPT INITIATIVE, ETC	C.)		
DESCRIPTION (TO INCLUDE JUSTIFICATION)         Madaury Road is approximately 6,500 feel In length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was transferred to Town ownership from the State of New Hampshie when Route 4 was upgraded many years ago. The roadway was last paved in 2009 at which the in received an overlay termined. Longitudinal and alligator rancking, nutring, settlement, and base failure. The sidewalks and cub ramps are ADA nor origination. On Set la million in one-oristent in some areas. The draining stylem is undersized at minor townership form the State of New Hampshie view Road Area confliction. On Set la million in one-oristent in the draining stylem is undersized at more areas. "Complete Street" approach, which includes extending on non-oristent in some areas approach to construction of the times may are a Constructing provide design project team has taken a "Complete Street" approach, which includes extending and constructing multi-modal transportation in a discrete and assign project team has taken a "Complete Street" approach, which includes extending and doctage and materials and bioped ecommodations. The design will be origination for the sign ending on adverse and a towners, and environmental project team has taken and sevel project team the design and incoro adverse in the project team has developed a Cost Street May" taken just transport to mage transport to construction on the sign and transport team and regulation that the segments or analysis of team section and regulation that set the adverse project has been divided into 3 separate as agrences, which and team and sevel and to adverse and adverse project has been divided into 3 separate as agrents, drainage system reconstruction and replacement and regulaverse tean section system inorizent team intervided in	Department Initiative					
Madbury Road is approximately 6,500 feet in length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was last paved in 2009 at which time it received an overlay treatment. Currently the roadway is in poor condition with significant pavement raveling, delamination, longludinal and allgador racking, ruting, settlement, and base failure. The sidewaks and curb ramps are ADA non-complement and curb revails in milling or non-axistent in some areas. The drainage system is undersized with drainage structures and drainage splerine in a deteriorated condition. On September 13th, 2021, the Town Council approach for the roadstructure and the first 2880.00 to VHE Engineering to provide design engineering services for the reconstruction of Madbury Road. The Madbury Road design project team has taken a "Complete Streets" approach, which includes evaluating and constructing multi-modal transportation improvements where possible. Induring that for calification and service of the curb provide design encorecipts and include a sustainable environmentally conscious construction to public infrastructure, incorporating low impact development stormwater fastures, and a class to base updated design concepts with project takeholders. Project components include outler trahabilitation and replacement, stormwater and drainage system reconstruction, water distribution system end shalitation and replacement and nordway, sidewak, streetscape reconstruction. The project chase hase during the spectrember/Close transparate hase annually through 2208. The first pass which includes evaluating and outper system reconstruction, water distribution system rehabilitation and replacement and road and system reconstruction, water distribution system rehabilitation and replacement and replace four system rehabilitation and replacement and road averse site and the set system rehabilitation and replacement and rehabilitation and replace band and system reconstruction, water distribution system	DESCRIPTION (TO INCL	UDE JUSTIFICATION)				
Madbury Road is approximately 6,500 feet in length and serves as a major arterial roadway in Durham with Average Daily Traffic exceeding 4,500 vehicles. The roadway was tastsfered to Town ownership from the State of New Hampshire when Route 4 was upgraded many years ago. The roadway was last paved in 2009 tark which time it received an overlar traveling, delamination, longitudinal and alligator racking, ruting, settlement, and base faiture. The sidewalks and curb ramps are ADA non-compliant and curb receives for the reconstruction of Madbury Road. The drainage system is undersized with drainage structures and drainage pipeline in detericate during multi-modal transportation of Madbury Road. The Madbury Road design project team has taken a "Completed Streets" approach, which includes evaluating and construction of Madbury Road. The Madbury Road design project team has taken a "Completed Streets" approach, which includes evaluating and construction of multi-durating transportation components include and arcoporated low insport development tornwater features, and environmentally conscious construction approach to construction of public information and replacement tornwater features, and environmentally conscious construction meetings on June 15th and Cetober 6th, 2022 and is planning an additional meeting in the September/Cocober therafface calculation system and sever collection system rehabilitation and replacement, stornwater features, and drainage system construction. The frequence structure that the design organizes to construction of the Littlehale Creek over Edgawcod Road culver tand a rehabilitation of the Littlehale Creek over Edgawcod Road culver tand a rehabilitation of the Littlehale Creek over Edgawcod Road culver tand a rehabilitation of the Littlehale Creek over Edgawcod Road culver tand a rehabilitation of the Littlehale Creek over Edgawcod Road culver tand a rehabilitation of the Littlehale Creek over Edgawcod Road culver tand a rehabilitation and replacement and dra	· · · · · · · · · · · · · · · · · · ·					."
ESTIMATED COSTS: PRELIMINARY STUDY, DESIGN AND ENGINEERING \$ - FINAL DESIGN AND ENGINEERING \$ - CONSTRUCTION ENGINEERING OVERSIGHT \$ - CONSTRUCTION COSTS \$ 2,257,000 CONTINGENCY \$ - TOTAL PROJECT COST \$ 2,257,000 FINANCING OPERATING BUDGET \$ - UNH - CASH \$ - BOND - TOWN PORTION \$ 2,257,000 UNH PORTION \$ 2,257,000 UNH PORTION \$ 2,257,000 INH PORTION \$ - FEDERAL/STATE GRANT \$ - CAPITAL RESERVE ACCOUNT \$ - TOTAL FINANCING COSTS \$ 2,257,000 IF BONDED: NUMBER OF YEARS 20 TOTAL FINCIPAL \$ 2,257,000 TOTAL FINCIPAL \$ 2,	at which time it received an over cracking, rutting, settlement, and The drainage system is undersiz approved a contract award in the The Madbury Road design proje improvements where possible, it approach to construction of publ techniques and materials. A rob and incorporated where possible meetings on June 15th and Octo project stakeholders. Project cor and sewer collection system reh segments, drainage/streetscape includes the reconstruction of th awarded in September 2023 with principal forgiveness opportuniti through the State Revolving Loa and construct the Madbury Road	In ownership from the State of New Hampshire wr lay treatment. Currently the roadway is in poor oc d base failure. The sidewalks and curb ramps are ted with drainage structures and drainage pipeline e amount of \$1,142,898.00 to VHB Engineering t ct team has taken a "Complete Streets" approach roluding traffic calming and pedestrian and bicycl ic infrastructure, incorporating low impact develop oust public involvement component has been dew a. The project team has developed a GIS "Story M ober 6th, 2022 and is planning an additional meet mponents include culvert rehabilitation and replac abilitation and replacement and roadway, sidewa , water, and sewer. The project construction time e Littlehale Creek over Edgewood Road culvert a h construction anticipated to begin in Spring 2024 es and has been successful in receiving \$800,00 in Fund Program. The proposed funding request d Complete Streets Project.	ten Route 4 was upgraded m ondition with significant paver ADA non-compliant and curb b in a deteriorated condition. to provide design engineering a which includes evaluating a e accommodations. The desi orment stormwater features, a eloped to ensure all stakeho lap" using interactive maps to ing in the September/Octobe ement, stormwater and drain lk, streetscape reconstructior line includes four separate pf nd a rehabilitation of the Little The Public Work Departme D in American Rescue Plan A s annually through Fiscal Yea	any years ago. nent raveling, c reveal is minir Dn September services for the and constructir gn will also incl nd environmen der's perspecti- o solicit feedbac t timeframe to s age system red b solicit feedbac t imeframe to s age system red b solicit feedbac t imeframe to s age system red b solicit feedbac t imeframe to s age system red to solicit feedbac to so	The roadway was last delamination, longituuc nal or non-existent in 13th, 2021, the Town e reconstruction of M ang multi-modal transp lude a sustainable en tally conscious const ves are considered w ck and hosted public share updated design construction, water di as been divided into through 2026. The fin er Madbury Road cul aggressively pursue ding and principal for vide the necessary fu	t paved in 2009 some areas. n Council adbury Road. bortation vironmental ruction vithin the design information n concepts with stribution system 3 separate 'st phase which vert will be grant and giveness thus far nding to design
ESTIMATED COSTS: PRELIMINARY STUDY, DESIGN AND ENGINEERING \$ - FINAL DESIGN AND ENGINEERING \$ - CONSTRUCTION ENGINEERING OVERSIGHT \$ - CONSTRUCTION COSTS \$ 2,257,000 CONTINGENCY \$ - TOTAL PROJECT COST \$ 2,257,000 FINANCING OPERATING BUDGET \$ - UNH - CASH \$ - BOND - TOWN PORTION \$ 2,257,000 UNH PORTION \$ 2,257,000 UNH PORTION \$ - FEDERAL/STATE GRANT \$ - CAPITAL RESERVE ACCOUNT \$ - TOTAL FINANCING COSTS \$ 2,257,000 IF BONDED: NUMBER OF YEARS 20 TOTAL PRINCIPAL \$ 2,257,000 TOTAL INTEREST \$ 1,025,000 TOTAL INTEREST \$ 1,025,000						
FINAL DESIGN AND ENGINEERING       \$       -         CONSTRUCTION ENGINEERING OVERSIGHT       \$       -         CONSTRUCTION COSTS       \$       2,257,000         CONTINGENCY       \$       -         TOTAL PROJECT COST       \$       2,257,000         FINANCING       OPERATING BUDGET       \$       -         UNH - CASH       \$       -         BOND - TOWN PORTION       \$       2,257,000         UNH PORTION       \$       2,257,000         UNH PORTION       \$       -         FEDERAL/STATE GRANT       \$       -         CAPITAL RESERVE ACCOUNT       \$       -         TOTAL FINANCING COSTS       \$       2,257,000         IF BONDED:       NUMBER OF YEARS       20         TOTAL INTEREST       \$       1,025,000         TOTAL INTEREST       \$       1,025,000	ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND E	NGINEERING \$	-		
CONSTRUCTION ENGINEERING OVERSIGHT \$ CONSTRUCTION COSTS \$ 2,257,000 CONTINGENCY \$ TOTAL PROJECT COST \$ 2,257,000 FINANCING OPERATING BUDGET \$ UNH - CASH \$ BOND - TOWN PORTION \$ 2,257,000 UNH PORTION \$ 2,257,000 UNH PORTION \$ 2,257,000 UNH PORTION \$ 1FEDERAL/STATE GRANT \$ CAPITAL RESERVE ACCOUNT \$ CAPITAL RESERVE ACCOUNT \$ 1F BONDED: NUMBER OF YEARS 20 TOTAL FINACIPAL \$ 2,257,000 TOTAL INTEREST \$ 1,025,000 TOTAL INTEREST \$ 1,025,000		FINAL DESIGN AND ENGINEERING	\$	-		
CONSTRUCTION COSTS       \$ 2,257,000         CONTINGENCY       \$ -         TOTAL PROJECT COST       \$ 2,257,000         FINANCING       OPERATING BUDGET       \$ 2,257,000         UNH - CASH       \$ -         BOND - TOWN PORTION       \$ 2,257,000         UNH PORTION       \$ 2,257,000         UNH PORTION       \$ 2,257,000         UNH PORTION       \$ 2,257,000         INH PORTION       \$ -         FEDERAL/STATE GRANT       \$ -         CAPITAL RESERVE ACCOUNT       \$ -         TOTAL FINANCING COSTS       \$ 2,257,000         IF BONDED:       NUMBER OF YEARS       20         TOTAL PRINCIPAL       \$ 2,257,000         TOTAL INTEREST       \$ 1,025,000         TOTAL ESTIMATED COST       \$ 1,025,000	· · · · · · · · · · · · · · · · · · ·	CONSTRUCTION ENGINEERING OVER	SIGHT \$	-	۵ -	
CONTINGENCY       \$       -         TOTAL PROJECT COST       \$       2,257,000         FINANCING       OPERATING BUDGET       \$       -         UNH - CASH       \$       -         BOND - TOWN PORTION       \$       2,257,000         UNH PORTION       \$       2,257,000         UNH PORTION       \$       2,257,000         UNH PORTION       \$       -         FEDERAL/STATE GRANT       \$       -         CAPITAL RESERVE ACCOUNT       \$       -         TOTAL FINANCING COSTS       \$       2,257,000         IF BONDED:       NUMBER OF YEARS       20         TOTAL PRINCIPAL       \$       2,257,000         TOTAL INTEREST       \$       1,025,000         TOTAL ESTIMATED COST       \$       2,920		CONSTRUCTION COSTS	\$	2,257,000		
TOTAL PROJECT COST       \$ 2,257,000         FINANCING       OPERATING BUDGET       \$         UNH - CASH       \$       -         BOND - TOWN PORTION       \$ 2,257,000         UNH PORTION       \$ 2,257,000         UNH PORTION       \$ 2,257,000         FEDERAL/STATE GRANT       \$ -         CAPITAL RESERVE ACCOUNT       \$ -         TOTAL FINANCING COSTS       \$ 2,257,000         IF BONDED:       NUMBER OF YEARS       20         TOTAL PRINCIPAL       \$ 2,257,000         TOTAL INTEREST       \$ 1,025,000         TOTAL ESTIMATED COST       \$ 2,257,000		CONTINGENCY	\$	-		
FINANCING       OPERATING BUDGET       \$       -         UNH - CASH       \$       -         BOND - TOWN PORTION       \$       2,257,000         UNH PORTION       \$       -         FEDERAL/STATE GRANT       \$       -         CAPITAL RESERVE ACCOUNT       \$       -         TOTAL FINANCING COSTS       \$       2,257,000         IF BONDED:       NUMBER OF YEARS       20         TOTAL PRINCIPAL       \$       2,257,000         TOTAL INTEREST       \$       1,025,000         TOTAL ESTIMATED COST       \$       2,920 000		TOTAL PROJECT COST	\$	2,257,000	•	
UNH - CASH \$ - BOND - TOWN PORTION \$ 2,257,000 UNH PORTION \$ - FEDERAL/STATE GRANT \$ - CAPITAL RESERVE ACCOUNT \$ - TOTAL FINANCING COSTS \$ 2,257,000 IF BONDED: NUMBER OF YEARS 20 TOTAL PRINCIPAL \$ 2,257,000 TOTAL PRINCIPAL \$ 2,257,000 TOTAL INTEREST \$ 1,025,000 TOTAL INTEREST \$ 1,025,000	FINANCING	OPERATING BUDGET	\$	-		
BOND - TOWN PORTION \$ 2,257,000 UNH PORTION \$ - FEDERAL/STATE GRANT \$ - CAPITAL RESERVE ACCOUNT \$ - TOTAL FINANCING COSTS \$ 2,257,000 IF BONDED: NUMBER OF YEARS 20 TOTAL PRINCIPAL \$ 2,257,000 TOTAL INTEREST \$ 1,025,000 TOTAL INTEREST \$ 1,025,000 TOTAL ESTIMATED COST \$ 2,782,000		UNH - CASH	\$			
UNH PORTION       \$       -         FEDERAL/STATE GRANT       \$       -         CAPITAL RESERVE ACCOUNT       \$       -         TOTAL FINANCING COSTS       \$       2,257,000         IF BONDED:       NUMBER OF YEARS       20         TOTAL PRINCIPAL       \$       2,257,000         TOTAL INTEREST       \$       1,025,000         TOTAL ESTIMATED COST       \$       2,257,000		BOND - TOWN PORTION	\$	2.257.000		
FEDERAL/STATE GRANT     \$       CAPITAL RESERVE ACCOUNT     \$       TOTAL FINANCING COSTS     \$       1F BONDED:     NUMBER OF YEARS       TOTAL PRINCIPAL     \$       TOTAL INTEREST     \$       TOTAL ESTIMATED COST     \$		UNH PORTION	· \$			
CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS \$ 2,257,000 IF BONDED: NUMBER OF YEARS 20 TOTAL PRINCIPAL \$ 2,257,000 TOTAL INTEREST \$ 1,025,000 TOTAL ESTIMATED COST 5 2,022,000	· · · · · · · · ·	FEDERAL/STATE GRANT	\$	. <u> </u>		
TOTAL FINANCING COSTS     \$ 2,257,000       IF BONDED:     NUMBER OF YEARS     20       TOTAL PRINCIPAL     \$ 2,257,000       TOTAL INTEREST     \$ 1,025,000       TOTAL ESTIMATED COST     \$ 2,257,000			φ ·	_		
IF BONDED: NUMBER OF YEARS 20 TOTAL PRINCIPAL \$ 2,257,000 TOTAL INTEREST <u>\$ 1,025,000</u> TOTAL ESTIMATED COST <u>\$ 2,257,000</u>		TOTAL FINANCING COSTS		2 257 000		
TOTAL PRINCIPAL \$ 2,257,000 TOTAL INTEREST \$ 1,025,000 TOTAL ESTIMATED COST	IF BONDED:	NUMBER OF YEARS	Ψ	20		
TOTAL ESTIMATED COST			ŕ	2 257 000		
			Þ	4,407,000		
		TOTAL INTEREST	÷	1 035 000		



PROJECT YEAR	2024	PROJECT CO	ST			\$50,000	
DESCRIPTION	Downtown Sidewalk Decorative Light. Pole Painting	DEPARTMEN	Т		Public W	orks - Build Grounds	dings and
MPETUS FOR PROJE	CT (IE MANDATED COUNCIL GO		דעוי		TC )		
				IV L., L	10.)		
Department Initiative							
DESCRIPTION (TO INC	LUDE JUSTIFICATION):	·····					669/de
· · ·							
Durham Public Works is response require periodic paintir actors such as sunlight, rain protective measure to prevert enhances the overall visual oproject which will occur in pho-	ponsible for the comprehensive maintenaning to ensure their aesthetic appeal and str a, and deicing materials cause the paint or ant corrosion and rust that could compromis quality of the downtown corridor. Durham ases over several years to minimize traffic	nce of 123 decora uctural integrity. F the poles to degr se the poles' struc Public Works is re c and parking imp	tive Prolo rade tura eque acts	lights in nged ex overtim l integrity sting \$50	the down posure to e. Painting y. Additior 0,000 for t	own corric environme g serves a nally, regul he comple	lor. These ental s a ar paintin etion of th
···]	····· · · · · · · · · · · · · · · · ·	e and particle inte					•
• •	• •	•					·
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENGIN	EERING	\$	-	•		
	FINAL DESIGN AND ENGINEERING		\$	-	r		
·	CONSTRUCTION ENGINEERING OVERSIGH	ІТ	\$	-			•
	CONSTRUCTION COSTS		\$	50,000			
	CONTINGENCY		\$	-			
	TOTAL PROJECT COST		\$	50,000			
FINANCING	OPERATING BUDGET	· · · · · · · · · · · · · · · · · · ·	\$	50,000			
· · · ·	UNH - CASH		\$	-			
and the second se	BOND - TOWN PORTION		\$				
	UNUL DODTION		•		•		
	UNH PORTION		\$				
	FEDERAL/STATE GRANT		\$ \$	<del>.</del>			
	FEDERAL/STATE GRANT		\$ \$ \$	-	t.		
	FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS		\$ \$ \$ \$	- - - 50,000			•
IF BONDED	FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS		\$ \$ \$	- - 50,000 5	:		•
IF BONDED	FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL		\$ \$ \$	- - 50,000 5 50,000	!		•
IF BONDED	FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST		\$ \$ \$ \$	- - 50,000 5 50,000 5,425	ł		•



72

PROJECT YEAR	2024	PROJECT COST	ſ	\$72,000
DESCRIPTION	Pedestrian Safety Improvements	DEPARTMENT		Public Works - Operations
DESCRIPTION (TO IN	CLUDE JUSTIFICATION):			
The Town of Durham is wo Review on several crosswa Tighe and Bond and a Pro immediate "near term" enh comply with the Manual on based on the mix of users improvement plan for the i potentially, Rectangular Ra previously identified locatio and discussion with releva procurement and installatio	orking collaboratively with the University alks throughout Town and on campus. I fessional Traffic Operations Engineer (F nancements (i.e. signage, pavement ma o Uniform Traffic Control Devices (MUTC (pedestrians, cyclists and motorists). The dentified study area roadways and cross apid Flashing Beacons (RRFB), roadway ons, including Newmarket Road (Route nt boards and committees, including HE on of 4 sets of solar powered RRFB's wi	of New Hampshire to n June 2023, the tear TOE) to undertake a rkings, lighting adjust (D), 2) are contextual re review will also incl walks which will require geometric changes (08) where a RRFB is (C/Heritage Commiss th required signage/re	conduct a n contract review of ments, sig y appropr ude devel ire larger and crosses desirable ion. This etrofits.	a Pedestrian Crossing Safety ted with Engineering firm the crosswalks to identify htline improvements) which iate and 3) are appropriate opment of a 1-3 year capital investments including walk relocation. The Town h e following further consultation capital request includes the
			· · · · · · · · · · · · · · · · · · ·	
ESTIVIATED COST	PRELIMINARY STUDY, DESIGN AND ENG	NEERING \$	-	
•	FINAL DESIGN AND ENGINEERING	\$	-	т. Т
ж. Т	CONSTRUCTION ENGINEERING OVERSIG	HT \$	· · · · -	
	CONSTRUCTION COSTS	\$	72,000	х 
	CONTINGENCY	\$	· =	
×	TOTAL PROJECT COST	\$	72,000	
FINANCING	OPERATING BUDGET	\$	72,000	
	UNH - CASH	\$		• •
	BOND - TOWN PORTION	\$	-	· · · ·
	UNH PORTION	\$	-	
	FEDERAL/STATE GRANT	\$	-	
	CAPITAL RESERVE ACCOUNT	\$		4
,	TOTAL FINANCING COSTS	· <u> </u>	72.000	•
IF BONDED	NUMBER OF YEARS	······································	N/A	
		¢		
	TOTAL INTEDEST	φ	-	
· .		<u>م</u> د		- 
		• •		



PROJECT YEAR	2024	EQU	IPMÈNT CO	ST	\$45,000
DESCRIPTION	Deicing Material Reduction Program	DEP	ARTMENT	Public	Works - Operations
DESCRIPTION (TO I	ICLUDE JUSTIFICATION):				
In the Department's contin Durham Public Works has winter maintenance opera Organic Based Performan source, such as molasses results, reduced corrosion has lasting residual effect and prewetting of solids.	adopted the use of treated salt and Org tions. This Type 2 treated salt is rock sa ce Enhanced liquids are created to stric , blended with premium magnesium chlo impact, working at lower temperatures, veness. This material is specifically desi	nd emplo anic Ba alt which t specific oride. Th ensurin gned fo	oy sustainable sed Performan has been fully cations and are nese premium I g the material r anti-icing, dire	practices in our s ice Enhanced liqu encapsulated wit comprised of a r iquids are designed applied remains o ect application de	now fighting program, ids (OBPE) in its h OBPE liquids. efined carbohydrate ed for instant melting n the roadway and icing, frost prevention
The addition of the first sv significant flexibility. It ena these enhanced magnesit chassis. This capital requ system. This skidded tan Public Works to store and sodium chloride usage wh	vap loader interchangeable truck system bles the Department to utilize the existin im chloride liquids during winter events, lest of \$45,000 includes the purchase of k, spray bar and controller system along apply these OBPE liquids prior to and d ile providing safe conditions for the trave	into the og and p without a 925-g with two luring wi eling pul	Durham Publi roposed 2024 the need for a allon skidded t o, 3,000-gallon inter storm eve olic.	c Works fleet in F swap loader truck separate and ded ank and roadway storage tanks wo nts, furthering our	Y 2023 provides s for the application of icated cab and liquid application uld enable Durham efforts to decrease
				•	
ESTIMATED COST	PURCHASE PRICE	\$	45,000		
	ACCESSORIES*	\$	-		· · ·
	LESS TRADE-IN**	\$	_	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	
•	NET PURCHASE PRICE	\$	45,000		•
	*Accessories include lighting, radio	os, strip	oing, misc. equ	uipment.	•
FINANCING	OPERATING BUDGET	\$		·	
		Ψ	-		
	UNH - CASH	\$	_	. • •	
	UNH - CASH BOND - TOWN PORTION	\$ 	45.000		
	UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT	\$ \$ \$	45,000		
	UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	\$ \$ \$ \$	45,000 -		
	UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	\$ \$ \$ \$ \$	45,000		
IF BONDED	UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	\$ \$ \$ \$ \$	45,000 - 45,000 5		· · · · · · · · · · · · · · · · · · ·
IF BONDED	UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	\$ \$ \$ \$ \$	45,000 - 45,000 5 45,000		
IF BONDED	UNH - CASH BOND - TOWN PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST (EST'D)	\$ \$ \$ \$ \$ \$	45,000 - 45,000 5 45,000 3,300		

#### ieiting 10016 OŤ at

	Constant Variables	Volume of Product Required to Melt 100 lb of Ice	Cl Ce	nlaride lon Intribution
SALT BRINE 23.3%	₩∩-	5.4 gal.	7.415 (	3000000C
CaCl ₂ 30%	23°F	3.4 gal.	. 7.0њ ∵/ (	\$\$\$\$\$\$\$
MgCl ₂ 30%		2.8 gal.	6.8Ib	\$\$\$\$\$\$\$
MgCl₂ & corn carbohydrate	100 LB	2.5 gal.	5,4 іь	66666
MgCl₂ & molasses	OF ICE	2.1 gal.	3.7 lb	0001

PROJECT YEAR	2024	VEHICLE COST	\$71,000
DESCRIPTION	3/4 Ton Pick-Up Replacement	DEPARTMENT	Public Works - Operations
DESCRIPTION (TO IN	CLUDE JUSTIFICATION):		
The 2013 Ford F-150 Pick- daily means of transportations in the Highway, 150 1/2 Ton Pick-up average repairs due to its age. Durh accommodate a plow pack control operations. Durham electric and compressed no	Up Truck is scheduled for replacement on. This employee is responsible for the Buildings & Grounds, Traffic Control, S ges 10,000 miles per year and is begin nam Public Works is proposing to purch age. This upgrade will allow the Depart n Public Works is proactively exploring atural gas (CNG) solutions. This vehicle	in 2024. This vehicle is the e planning and supervision colid Waste, and Water Div ning to experience more fra lase a 3/4 Ton, Four-Whee ment to utilize the vehicle p alternative fuel options for e is on a 10-12 year replac	e Assistant Public Works Director's of routine and emergency risions. The existing 2013 Ford F- equent mechanical and electrical of Drive Pick-Up Truck to more effectively during snow and ice this upcoming acquisition, including ement plan.
3			
Vahiala ta ha Danlagadi	2012 Ford F 150		
venicie to be Replaced.	2013 FOID F-150		
ESTIMATED COST		¢ 63.000	
LOTIMATED COOT		\$ 00,000	
		\$ 5,000	
		\$ 1,000	
	*Accessories include lighting radi	os striping misc equip	ment
FINANCING	OPERATING BUDGET	\$ -	
	UNH - CASH	\$ -	
	BOND - TOWN PORTION	\$ 71.000	
	FEDERAL/STATE GRANT	\$ -	
	CAPITAL RESERVE ACCOUNT	\$-	
	TOTAL FINANCING COSTS	\$ 71,000	
IF BONDED:	NUMBER OF YEARS	\$5	
	TOTAL PRINCIPAL	\$ 71,000	
	TOTAL INTEREST (EST'D)	\$ 7,350	•
	TOTAL PROJECT COST	\$ 78,350	
and the second			and the second sec
· · · · · · · · · · · · · · · · · · ·			
	OP1	LIX	
	Contraction of the second seco		

PROJECT YEAR	2024	PROJECT COST		\$ 1,994,550
DESCRIPTION	Wagon Hill Farm Living Shoreline Coastal Restoration - Phase 2	DEPARTMENT	Public Work	ks - Operations
IMPETUS FOR PROJEC	T (IE. MANDATED, COUNCIL GOA	L, DEPT INITIATIVE,	ETC.)	
Department Initiative Coastal Restor	ration			
<b>DESCRIPTION (TO INCL</b>	UDE JUSTIFICATION)			
The goal of this project is to	advance the Living Shoreline (LS) pipeli	ne in New Hampshire b	y extending th	e living shoreline
created in 2019 at Wagon H	ill Farm During the 2020 grant round th	he National Fish and Wil	dlife Foundatio	on (NFWF)
provided funding to Durham	n to undertake the project 'Scaling Up L	iving Shoreline Stabiliza	tion for Comm	unity Protection
and Tidal Wetland Habitat ir	n the Great Bay Estuary (NH)" (EasyGra	nt ID: 69073). The proje	ct team develo	oped designs to
extend the existing living sh	oreline along an additional 1,800 feet o	f eroding shoreline at W	agon Hill Farn	n. Now, by
Implementing the additiona	I living shoreline construction with thes	e additonal proposed N	FWF and Coas	tal Zone
ivianagement grants, the pro	oject will stabilize severe erosion and in	crease adaptive capacit	y of important	habitat and
recreation space as sea leve	is rise. In addition, it will protect a value	able public community s	pace and cont	inue to serve as ar
Wagon Hill Farm is a 120 ac	re public recreation and concentrations in	coastal New Hampshire	100 İmaal fart	of eventive = +1 +1 = 1
shoreline owned and mana	ged by Durham, New Hampshire	noperty that includes 2,	TOO IIneal teet	or eroding tidal
	Sea by Damain, New Hampshile.			
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AN	DENGINEERING	\$-	
	FINAL DESIGN AND ENGINEERING		· ·	
	CONSTRUCTION ENGINEERING O	/ERSIGHT	\$ 458,850	
	CONSTRUCTION COSTS	a an	\$ 1,535,700	
	CONTINGENCY		\$ -	•
·	TOTAL PROJECT COST	· · · · · · · · · · · · · · · · · · ·	\$ 1,994,550	· ·
FINANCING	OPERATING BUDGET			
	UNH - CASH	· .	\$-	
	BOND - TOWN PORTION		\$-	
	UNH PORTION		\$-	
	FEDERAL/STATE GRANT		\$ 1,994.550	
•	CAPITAL RESERVE ACCOUNT		\$ -	
	TOTAL FINANCING COSTS		\$ 1,994,550	
IF BONDED:	NUMBER OF YEARS		N/A	
	TOTAL PRINCIPAL		\$-	
	TOTAL INTEREST		\$ -	
	TOTAL ESTIMATED COST		\$ -	-



PROJECT YEAR	2025	PROJECT COS	т		. •	· .	\$15,(	000		
DESCRIPTION	Motor Vehicle Lubrication Distribution System Replacement	DEPARTMENT			Put	lic W	orks	- Ope	rations	
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):									
		•						. ·		
The Motor Vehicle Lubrica the Lubrication Distributio types of motor vehicle flui system allows technicians change hoses or containe each maintenance task, or requirements or equipment lubricants or fluids, provid several of the hoses, hose	ation Distribution System at Durham Public n System utilizes a bank of hoses, pumps ds from storage tanks to a centralized loca to quickly and conveniently access the right rs frequently. A lubrication system with monthing ptimizing performance, and extending the nt specifications change, a lubrication system ing flexibility in the maintenance process. e reels, and pumps requiring replacement	c Works requires re , and compressed a ation in the Durham ght lubricant for eac ultiple fluid hoses a equipment's lifesp em with multiple flu The current system in the short term.	placer air to s Public h spec llows f an. Fu id hos i is nea	men imul cific or th rthe es c ar th	t. Orig taneou orks m applic ne righ rmore, can ad e end	inally usly d ation ation t fluid as in apt to of its	insta istrib nanc withc to be dusti acco usefi	lled in ute di e gara out ha e deliv ry ommo ul life	i 1996 fferent age. Th ving to vered f date n with	າis or ew
	,		•							
ESTIMATED COST	PRELIMINARY STUDY, DESIGN AND ENGIN			_	·					<u>.</u>
	FINAL DESIGN AND ENGINEERING	9		-					. •	
	CONSTRUCTION ENGINEERING OVERSIGH	IT S	•	 _						
	CONSTRUCTION COSTS		15.	000						
	CONTINGENCY	9	,	2						
	TOTAL PROJECT COST		15	000	-			•		
FINANCING	OPERATING BUDGET		5 15.	.000	•					
	UNH - CASH	ç	:	_			· ·			
	BOND - TOWN PORTION		· .	_						
	UNH PORTION		3	-				۰.		
	FEDERAL/STATE GRANT		\$				•			
	CAPITAL RESERVE ACCOUNT		,	_				.:		
· · ·	TOTAL FINANCING COSTS		, 15	000		·				• .
IF BONDED	NUMBER OF YEARS		N/A							
	TOTAL PRINCIPAL			_						
t in the second s			r R		•					
	TOTAL ESTIMATED COST		P						1	



PROJECT YEAR	2025	EQ		ST	\$25,000
DESCRIPTION	Vibratory Roller Replacement	DE	PARTMENT	P	ublic Works - Operations
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):			······································	
The 1998 Bomag BW 90 / heavy equipment is utilize optimal compaction and s pieces of equipment is fou and construction projects, mechanical condition of th piece of equipment. Signif term. The 1998 Bomag BV	AD Vibratory Roller is scheduled for rep d specifically for construction and road urface smoothness of various materials and in their ability to efficiently and unifo increasing load-bearing capacity and re the 1998 Bomag BW 90 AD, it's reliability ficant investments in several critical me W 90 AD will be traded in as part of the	laceme mainte , such rmly co esistan y and re chanica procur	ent in 2025 when nance projects. as soil, asphalt, ompact materials ce to settlement epair history hav al components a ement process.	n it will be 27 Vibratory rolle and concrete s to provide a and deforma ve become a tre required in	years old. This piece of ers are used for achieving a. The significance of these stable foundation for road tion. Due to the age and concern for this front line both the short and long-
Equipment to be Replace	d: 1998 Bomag BW 90 AD				•
				<b>*</b>	
ESTIMATED COST	PURCHASE PRICE	\$	26,000		
	ACCESSORIES*	\$	• -		
	LESS TRADE-IN**	\$	1,000		
	NET PURCHASE PRICE	\$	25,000		
	*Accessories include lighting, rad	ios, sti	riping, misc. eq	uipment.	
FINANCING	OPERATING BUDGET	\$	25,000		
	UNH - CASH	\$	-		
	BOND - TOWN PORTION	\$	-		·
	FEDERAL/STATE GRANT	\$	· –		
	CAPITAL RESERVE ACCOUNT	\$	_		· .
	TOTAL FINANCING COSTS	\$	25,000		• · · · · · · · · · · · · · · · · · · ·
IF BONDED	NUMBER OF YEARS		N/A		
	TOTAL PRINCIPAL	\$	-		
	TOTAL INTEREST (EST'D)	\$	-		
	TOTAL PROJECT COST	\$	·		
		•			



PROJECT YEAR	2025	EQL	JIPMENT COS	т	\$35,000	
DESCRIPTION	Mobile Air Compressor Replacement	DEF	PARTMENT	Publi	c Works - Ope	erations
DESCRIPTION (TO INC	LUDE JUSTIFICATION):			•	· · · · · · · · · · · · · · · · · · ·	
Durham Public Works is pro equipment delivers compres the pneumatic power require impact wrenches, among oth completion of various constr 15 year replacement program	posing to replace the Department's sed air to an array of pneumatic har ements to operate pavement and con her tools. The versatility and portabil ruction, repair, and maintenance tasl m.	2006 M nd tools ncrete ity of th ks acro	lobile Air Compre s and machinery a saws, jack hamm nis equipment mal ss different locati	ssor in 2025. It remote sites ers, small plat ke it critical as ons. This piec	This vital piec . Notably, it su e compactors set, enabling e of equipmer	e of upplies and the it is on a
						· •
						•
Equipment to be replaced:	2006 Sullivan/Palatek D21	0				
			• •			•.
ESTIMATED COST	PURCHASE PRICE	\$	35,000	1		
	ACCESSORIES*	\$	_			
	LESS TRADE-IN**	\$				
	NET PURCHASE PRICE	\$	35,000	• •		
	*Accessories include lighting, ra	adios, s	striping, misc. e	quipment.		
FINANCING	OPERATING BUDGET	\$	35,000			
	UNH - CASH	\$	-			
· · ·	BOND - TOWN PORTION	\$	-			
	FEDERAL/STATE GRANT	\$				
	CAPITAL RESERVE ACCOUNT	\$	_	•		•
	TOTAL FINANCING COSTS	\$	35,000			
IF BONDED:	NUMBER OF YEARS		N/A		anti-ta- anti-ta- anti-ta-	· .
	TOTAL PRINCIPAL	\$			• .	
	TOTAL INTEREST (EST'D)	\$	, <b>-</b> .			
	TOTAL PROJECT COST	- \$			- . •	
	Suffrant Pedatok		it la			

PROJECT YEAR	2026	EQUIPMEN	NT COST	\$295,000
DESCRIPTION	Front End Loader Replacement	DEPARTM	ENT	Public Works - Operations
DESCRIPTION (TO IN	CLUDE JUSTIFICATION):	······································		
The 2004 Volvo L60 Front deferred until 2025 or 2026 loading, digging, grading, l construction materials. Thi need for multiple specialize capabilities of the Front En alternative fuel options for Public Works' spare Front was a hold over from the 2	End Loader is scheduled for replacement of when it will be 21- 22 years old. This eveling, lifting, and transporting various s versatility allows Durham Public Work and machines. Specifically, during multified Loader make it an invaluable piece of this upcoming acquisition, including elect End Loader, a 1990 John Deere 544E 2017 procurement of the Department's	ent in 2024 but highly versatile materials such to efficiently f aceted severe v f equipment. De totric and comp will be traded in Volvo L70.	due to its cond front line piec as dirt, gravel tackle different veather and ot urham Public V ressed natural as part of this	lition, replacement will likely be ce of equipment is used for l, sand, debris, snow, and types of projects without the her emergency events, the Norks is proactively exploring gas (CNG) solutions. Durham s acquisition. This legacy asset
, Equipment to be Replaced	1990 John Deere 544F	· · · · · ·		
	• • • • • • • • • • • • • • • •			
ESTIMATED COST	PURCHASE PRICE	\$ 300,0	00	
	ACCESSORIES*	\$ -		
	LESS TRADE-IN**	\$ 5,0	00	
	NET PURCHASE PRICE	\$ 295,0	00	
	*Accessories include lighting, radi	os, striping, m	isc. equipme	nt.
FINANCING	OPERATING BUDGET	\$.	•	
	UNH - CASH	\$		
	BOND - TOWN PORTION	\$ 295,0	000	
	FEDERAL/STATE GRANT	\$	-	
	CAPITAL RESERVE ACCOUNT	\$	-	
	TOTAL FINANCING COSTS	\$ 295,0	000	
IF BONDED	NUMBER OF YEARS	5		
	TOTAL PRINCIPAL	\$ 295,0	000	•
	TOTAL INTEREST (EST'D)	\$ 30,5	500	
	TOTAL PROJECT COST	\$ 325,5	500	
	E SALE DE			

PROJECT YEAR	2026	PROJECT COST		\$1,300,000
DESCRIPTION	Longmarsh Road Bridge	DEPARTMENT	F	Public Works - Operation
MPETUS FOR PROJEC	T (IE. MANDATED, COUNCIL GO	AL, DEPT INITIATIV	E, ETC.)	
Dept Initiative				•
DESCRIPTION (TO INC	LUDE JUSTIFICATION)			
This project includes the replace oridge. The Longmarsh Road or bipes (CMP) with dry- laid stone but during storm events in 2006, hydraulic capacity of the existing oth replacement of the existing the crossing. The Town previous demonstrate cost effectiveness Other sources of funding includi Road culverts and roadway impiresidents unable to access their through the Seacoast Flood S	ment of the existing culverts at the Longmars ossing over Longmarsh Brook is a causeway headwalls. The existing structure was constr 2007, and 2010. The combination of a low re culverts results in overtopping of the roadway structure for one with a greater hydraulic car sly had a FEMA Hazard Mitigation grant but d under FEMA's benefit-to-cost analysis criteria ng State Bridge Aid will be explored. In addit rovements to raise the roadway profiles abov property during extreme storm events. In F mart Program in order to help NH coastal	sh Road crossing of Longr like structure consisting of ucted in the 1980's and ha badway profile elevation ov ay during extreme storm ev bacity and increasing the ro ue to the costs of the cons h ion the Department is also e the 100 year flood elevat FY22, the Town was awar communities in accessing	arsh Brook wit two 60-inch di s been reconst rer Longmarsh ents. The prop badway profile o truction, the pr moving forwar ion. This will pr ded non-finan ng FEMA Haza	th a 59 foot clear span iameter corrugated metal tructed after being washed Brook and the inadequate oosed improvements involve elevation at the low point of roject was not able to d with design of the Benne rovide a benefit for those notal technical assistance ard Mitigation Assistance
HMA) Grants.				
HMA) Grants.			- de l'acteur de la companya de la c	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG	SINEERING \$		
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG	GINEERING \$		
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI	GINEERING \$ \$ GHT \$	- - 150,000	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS	GINEERING \$ \$ GHT \$ \$	- 150,000 1,150,000	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY	GINEERING \$ \$ GHT \$ \$ \$	- - 150,000 1,150,000 -	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST	GINEERING \$ \$ GHT \$ \$ <u>\$</u> \$	- 150,000 1,150,000 - 1,300,000	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET	GINEERING \$ \$ GHT \$ \$ <u>\$</u> \$ \$ \$	- - 1,150,000 - 1,300,000 -	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH	SINEERING \$ SGHT \$ \$ <u>\$</u> \$ \$ \$ \$ \$	150,000 1,150,000 - 1,300,000 -	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION	GINEERING \$ GHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 150,000 1,150,000 - 1,300,000 - 1,300,000	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION	GINEERING \$ GHT \$ S S S S S S S S S S S S S S S S S S S	- - 150,000 1,150,000 - 1,300,000 - 1,300,000	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT	SINEERING \$ GHT \$ \$ 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	150,000 1,150,000 - 1,300,000 - 1,300,000 -	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT	GINEERING \$ GHT \$ GHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- - - 1,150,000 - - 1,300,000 - - 1,300,000 - - - - - - - - - - - - - - - - -	
ESTIMATED COSTS:	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS	SINEERING \$ GHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 150,000 1,150,000 - 1,300,000 - - 1,300,000 - - - 1,300,000	-
FINANCING	PRELIMINARY STUDY, DESIGN AND ENO FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS	SINEERING \$ GHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 150,000 1,150,000 - 1,300,000 - - 1,300,000 - - - 1,300,000 20	
FINANCING	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL	GINEERING \$ GHT \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	- 150,000 1,150,000 - 1,300,000 - 1,300,000 20 1,300,000 20 1,300,000	
ESTIMATED COSTS: FINANCING	PRELIMINARY STUDY, DESIGN AND ENG FINAL DESIGN AND ENGINEERING CONSTRUCTION ENGINEERING OVERSI CONSTRUCTION COSTS CONTINGENCY TOTAL PROJECT COST OPERATING BUDGET UNH - CASH BOND - TOWN PORTION UNH PORTION FEDERAL/STATE GRANT CAPITAL RESERVE ACCOUNT TOTAL FINANCING COSTS NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST	SINEERING \$ SGHT \$ S GHT \$ S S S S S S S S S S S S S S S S S S S	- - - 150,000 - - 1,300,000 - - - 1,300,000 20 1,300,000 480,800	-



PROJECT YEAR	2026	EQU	EQUIPMENT COST		\$37,000	
DESCRIPTION	Engineering Jeep Replacement	DEP	ARTMENT	•	Public Operations,	Works - /Engineering
DESCRIPTION (TO II	NCLUDE JUSTIFICATION):					
			* a		:	
The 2014 Jeep Patriot is various job sites, sometin this upcoming acquisition replacement plan.	scheduled for replacement in 2026. This nes traversing rugged terrain. Durham F , including electric and compressed natu	s vehicle Public W Iral gas	e serves to trar /orks is proacti (CNG) solutior	nsport the vely explo ns. This ve	Engineering D ring alternative shicle is on a 1	ivision between 9 fuel options for 0-12 year
					• 1	
Vehicle to be Replaced: 2	2014 Jeep Patriot	· .				•
						•
ESTIMATED COST	PURCHASE PRICE	\$	40,000			
	ACCESSORIES*	\$	-	• .	· ·	
	LESS TRADE-IN**	\$	(3,000)			
	NET PURCHASE PRICE	\$	37,000	· · · ·		
	*Accessories include lighting, radi	os, strij	ping, misc. ed	uipment.		
FINANCING	OPERATING BUDGET	\$	-			
an a	UNH - CASH	\$	-		· ·	
	<b>BOND - TOWN PORTION</b>	\$	37,000	. •		
	FEDERAL/STATE GRANT	\$	-			
	CAPITAL RESERVE ACCOUNT	\$	-			
	TOTAL FINANCING COSTS	\$	37,000		м	
IF BONDED	NUMBER OF YEARS		3			
	TOTAL PRINCIPAL	\$	37,000			
	TOTAL INTEREST (EST'D)	\$	2,475			
	TOTAL PROJECT COST	\$	39,475			



PROJECT YEAR	2027	EQL	JIPMENT C	OST	\$240,000	
DESCRIPTION	Sidewalk Plow Tractor Replacement	DEP	ARTMENT		Public Works - Oper	ations
DESCRIPTION (TO IN	CLUDE JUSTIFICATION):					
The 2012 Maclean MV2 Si of which receive significant municipal snow removal v settings. The Prinoth SW56 standard skid-steer implem vehicle is capable of handl highly effective during seve loading of trucks during sn removal and hauling proce alternative fuel options for	dewalk Tractor is scheduled for replace daily use. Durham Public Works is re ehicle engineered and designed for sno 0 is equipped with a versatile quick-mo nents like snow blowers, power angle fr ing even the most challenging snow an ere storms. Additionally, the Prinoth SW ow removal operations. This feature is sses in Durham's business district and this upcoming acquisition, including ele	ement questi ow ren unt att ont bla d ice o /50 se particu parkir ectric a	in 2027. Durf ng funding to noval and clea achment syst ades, and V-p clearing tasks rves as an ef ularly valuable ng lots. Durha and compress	nam has o purchase aring of s tem, allov blows. Thi , especia ficient sn e for effici m Public ed natura	over 15 miles of sidewall a Prinoth SW50 which idewalks in compact mur- ving it to be fitted with va is specialized, powerful t illy in tight spaces, makin ow blower, enabling quic iently managing the snov Works is proactively exp al gas (CNG) solutions.	ks, many is a nicipal rious racked g it k v oloring
Vehicle to be Replaced:	2012 Maclean MV2 Sidewalk Tractor					
•						
		•				
ESTIMATED COST	PURCHASE PRICE	\$	243,000	nių en antipag		
	ACCESSORIES*	\$	-			
	LESS TRADE-IN**	\$	3,000			
	NET PURCHASE PRICE	\$	240,000	. •		
	*Accessories include lighting, radi	os, st	riping, misc.	equipm	ent.	
FINANCING	OPERATING BUDGET	\$				
	UNH - CASH	\$	-			
	BOND - TOWN PORTION	\$	240,000		•	
	FEDERAL/STATE GRANT	\$	- **			
	CAPITAL RESERVE ACCOUNT	\$	· •		•	
	TOTAL FINANCING COSTS	\$	240,000			
IF BONDED:	NUMBER OF YEARS		5		······································	
	TOTAL PRINCIPAL	\$	240,000			
	TOTAL INTEREST (EST'D)	\$	25,300			
	TOTAL PROJECT COST	\$	265,300		•	

PROJECT YEAR	2027	EQU	PMENT CC	ST	\$67	,00,0
DESCRIPTION	Pickup Truck Replacement - Dodge Ram 2500	DEP	ARTMENT		Public Works	- Operations
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):					
Durham Public Works will be essential means of transport including roads, bridges, dar Considering the wide range of to accommodate various pie saws, pavement saws, mech meet these requirements, Du and plow package. The utility Operations Manager. Addition further optimizing its functior upcoming acquisition, includ	e replacing the Operations Manager's 2017 i ation for the Operations Manager, dedicated ms, utilities, traffic control, stormwater mana of responsibilities assigned, it is imperative ces of specialized equipment and response nanical equipment, repair tools, hand tools, r urham Public Works proposes replacing the y body ensures ample storage and organiza onally, the inclusion of a plow package enha nality throughout the year. Durham Public V ing electric and compressed natural gas (Cl	Dodge R d to the o gement, that the r s. The tr marking current tional ca nces the Vorks is NG) solu	am 2500 Pick- daily upkeep ar snow plowing, eplacement tru uck must be ca paints, survey of vehicle with a c pacity for the v vehicle's usea proactively exp tions. This veh	up truck in 2 ad manager emergency ick be outfit spable of tra equipment, one-ton truc rarious equi bility during loring alterr icle is on a	2027. This vehi nent of critical ir response and ted with the nec insporting tools and other nece k, incorporating pment and tools snow plowing of ative fuel optio 10-12 year repl	cle serves as an nfrastructure, annual cleanups. cessary features such as chain ssary gear. To a utility body s utilized by the operations, ns for this acement plan.
Vehicle to be Replaced:	2017 Dodge Ram 2500					
ESTIMATED COST	PURCHASE PRICE	\$	72.000			·····
	ACCESSORIES*	\$	-			
	LESS TRADE-IN**	\$	(5.000)			• •
	NET PURCHASE PRICE	\$	67.000			· .
	*Accessories include lighting, radio	os. strip	ina, misc. ec	uipment.		
FINANCING	OPERATING BUDGET	\$	-			
	UNH - CASH	\$	-			· . · . · .
	BOND - TOWN PORTION	\$	67.000			
	FEDERAL/STATE GRANT	\$	-			
	CAPITAL RESERVE ACCOUNT	\$	-			
	TOTAL FINANCING COSTS	\$	67.000	•	м -	•
IF BONDED	NUMBER OF YEARS		3		<u>.</u>	
	TOTAL PRINCIPAL	\$	67.000			
	TOTAL INTEREST (EST'D)	\$	7.300			•
	TOTAL PROJECT COST	\$	74,300		-	

PROJECT YEAR	2030	EQUIPMENT COST	\$232,500
DESCRIPTION	Replacement of Rubber Tired Excavator	DEPARTMENT	Public Works Operations/ Water
DESCRIPTION (TO IN	ICLUDE JUSTIFICATION):		
The 2013 Volvo EW160D of front-line equipment for various critical tasks and projects. It is irreplaceabl drainage projects, excava capabilities, enabling it to equipment, streamlining le options for this upcoming The total cost for this piec	Rubber-Tired Excavator is scheduled for Public Works projects and emergencies Divisions. The excavator's versatility allo e when faced with water main breaks, p ting culverts, and roadside ditching. The be driven from site to site. This mobility ogistics and reducing operational costs. acquisition, including electric and comp the of equipment is \$310,000. The cost is	or replacement in 2030. This is as, delivering a multitude of ind bws it to be utilized across near performing roadside mowing, c e machine's rubber tires add a feature eliminates the need fo Durham Public Works is proac ressed natural gas (CNG) solu	s one of the most critical pieces ispensable benefits across ly all of our Public Works ompleting large and small valuable dimension to its r additional transportation ctively exploring alternative fuel tions.
Vehicle to be Replaced:	2013 Volvo EW160 D Rubber-Tired I	Excavator	
ESTIMATED COST	PURCHASE PRICE	\$ 232,500	
	ACCESSORIES*	<b>\$</b>	•
	LESS TRADE-IN**	\$	
	NET PURCHASE PRICE	\$ 232,500	•
· · · ·	*Accessories include lighting, rad	ios, striping, misc. equipmer	n <b>t.</b>
FINANCING	OPERATING BUDGET	\$ -	
	UNH - CASH	\$ -	
	BOND - TOWN PORTION	\$ 232,500	
	FEDERAL/STATE GRANT	\$ -	
	CAPITAL RESERVE ACCOUNT	\$ -	
	TOTAL FINANCING COSTO	\$ 232 500	
	TOTAL FINANCING COSTS	Ψ ΓΟΣ,000	
IF BONDED	NUMBER OF YEARS	5	•
IF BONDED	NUMBER OF YEARS	5 \$ 232,500	
IF BONDED	NUMBER OF YEARS TOTAL PRINCIPAL TOTAL INTEREST (EST'D)	5 \$ 232,500 \$ 24,500	

